Weather
Misty, gloomy weather today. The maximum temperature yesterday was 74.1 and the minimum 65.3, the figures for the corresponding day last year being 69.1 and 66.

THE CHINA PRESS
大陸報

Today's paper consists of 40 pages in three sections

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POISONING CASES, WHOLLY IMAGINARY, KEEP POLICE BUSY

Strike Hysteria Causes Epidemic Of Reports Without Basis

ASSAULTS RESULT

Disorder Is Consequence Of Absurd Charges Against Japanese

3 IN HOSPITALS

Two Nipponese And One Chinese Victims Of Misled Crowds

End The Poison Rumors

Most of the unrest and excitement in Shanghai at present is being caused by the ridiculous wave of rumors among the Chinese to the effect that Japanese are potsoning wells, tea kongs and foodstuffs. Several assaults have already been caused by such reports, with the death of one innocent Chinese as a result. THE CHINA PRESS urges its Chinese readers in the strongest possible terms to disregard these rumors. They are absolutely baseless. Every one has been investigated carefully by the police and found to be only ignorant teashop gossip. THE CHINA PRESS also urges its Chinese readers to disabuse the minds of all their friends of such ideas. It urges the Chinese papers to do the same. And it advises all foreigners to talk today to their Chinese friends, their tradesmen and their servants and convince them of the falsity of these tales and the danger of spreading them. Unless an organised effort is made to stamp out these rumors there may be an outburst that all will regret.

Wild rumors charging Japanese with poisoning wells, foodstuffs and tea kongs, circulated throughout the Settlement and believed implicitly by ignorant Chinese, kept detectives in several districts busy yesterday and last night. Two Japanese and one Chinese are in the hospital suffering from cuts and bruises, results of severe beatings at the hands of Chinese crowds. They had been accused of poisoning water and food.

Last night a dwelling house on Urga Road was stripped of its furniture and the occupants held prisoners for 20 minutes by a howling crowd of Chinese because a Japanese suspected of poisoning water in the district had taken refuge in the house. Timely interference by Chief Detective Officer William Armstrong and Detective Nakagawa, who chanced to be passing in an automobile, saved the Japanese from death.

Japanese Is Beaten

Yesterday afternoon, Mr. S. Ito, a shop assistant at 21 Fearon Road, was severely beaten by a crowd on Seward Road near the moving picture theater. He was so badly hurt that he was takbn to the Japanese hospital on Miller Road. Ito was examining some food at a stall when the cry went up that he had poison up his sleeve and that he planned to render the food unfit for eating. Sikh and Chinese police finally rescued Ito.

An insane Chinese was beaten in an alleyway off Hanbury Road. The lunatic confided to several bystanders that he had received $50 from Japanese to poison food. He was immediately set upon and sustained bruises and cuts about the head and body. He was sent to St. Luke's Hospital by the Hongkew Police.

Unrest In Hongkew

There was some tension in Hongkew throughout the day. The poison rumors flew thick and fast through the district; several Chinese were reported dead—poisoned by cabbage, lettuce or water. Some of the dead

(Continued on Page 6)

Wilson Orders Probe Of Senate's Charges Regarding Treaty

Investigation Is Ordered Of How Copies Of Text Reached New York

(Reuter's Agency War Service)

Washington, June 9.—President Wilson has cabled urging a thorough investigation of the charges made in the Senate that a copy of the Peace Treaty had reached certain interests in New York. He says that it is highly undesirable to communicate a document which is still being negotiated and which is subject to change.

The Foreign Relations Committee has subpoenaed J. Pierpont Morgan, Frank A. Vanderlip, Jacob H. Schiff and other financiers and has also invited Secretary Frank L. Polk to take part in the inquiry.

Meanwhile the leading American newspapers have started publishing portions of the Peace Treaty from the complete text, which, according to the correspondent of the Chicago Tribune, he obtained in Paris and brought to the United States.

After much opposition, the Senate permitted Senator Borah to continue to read the text of the Peace Treaty from the floor of the House, he having chosen that method for securing the immediate publication of the text.

Opposition Taking Form

Washington, June 10.—In the Senate today, with the concurrence of Senator Lodge, Senator Knox introduced a resolution to the effect that the Senate does not concur with the present provisions of the Covenant of the League of Nations, which it asks to be separated from the Peace Treaty before submission to the Senate.

This is interpreted as an official notice that the Senator opposes ratification of the Treaty of Peace.

Senator Knox's resolution proposes that the Senate shall declare that the policy of the United States should be for a peace of freedom. Europe is again threatened and the United States regard the situation as a menace to itself and would consult the Powers affected and the necessity arising, carry out "the same complete accord and co-operation with our chief belligerents for the defense of civilisation."

It proposes that the Peace Treaty shall be so drawn that the question of the League of Nations shall be reserved for the future consideration of any nation without affecting Germany's obligations under the terms of peace. It declares that the present treaty, as drawn, contains principles, guarantees and undertakings which are obliterative of legitimate race and national aspirations, oppressive of weak nations and people and destructive of human progress and liberty.

Order Treaty Published

Washington, June 6.—The Senate has passed a resolution requesting the State Department to furnish the Senate with a copy of the text of the German Treaty and has ordered an investigation as to how certain copies of the draft reached New York, as alleged by certain Senators.

Tientsin Shops Open, Conditions Normal Again After Strike

The British Consulate-General in Shanghai yesterday received an official telegram from Tientsin announcing that all shops were open again in that city, that business was going on as usual and that normal conditions were restored completely. There had been reports yesterday that the Tientsin shops had closed again and the strike resumed.

GOVERNMENT TO CHECK BRITISH POLICE STRIKE

Commons Is Informed Present State Of Affairs Will Not Be Permitted To Continue

(Reuter's Agency War Service)

London, June 6.—In the House of Commons today, Mr. Edward Shortt, Home Secretary, who asserted that the Police Union had broken the agreement entered into in August and was associated with an extremist policy, stated that the Government had definitely decided that the present state of things could not continue. The Government would set up a statutory body under which every policeman would be entitled to take his grievance to the highest authority. The members of the force would be called from the Police Union and men insisting on remaining would cease to be policemen.

Buenos Aires Papers Suspended By Strike

(Reuter's Agency War Service)

Buenos Aires, June 11.—The newspapers have not published this week in consequence of a general strike.

Germany Now And Before She Made War On The World

The heavy broken line shows the old frontiers of Germany and the heavy solid line the changes in frontiers imposed by the peace treaty.

THOUSANDS HOMELESS BY FLOOD IN HONAN

District Around Hsuchow Is Under Water And Damage Will Be Enormous

A telegram was received by the British-American Tobacco Co. yesterday telling of a disastrous flood at Hsuchow Honan. The entire country around Hsuchow is flooded and more than half of the houses have been washed away and many thousands of people were made homeless. It is impossible to give an accurate estimate of the deaths but it is known that many Chinese were drowned. The little foreign colony, consisting of the B. A. T. staff and the Lutheran missionaries, is safe.

The office and kitchen of the B. A. T. were washed away together with all provisions and a lot of building material and other supplies. The living house of the staff was still intact but was not safe.

Immediately on receipt of the message, Mr. Heukendorf, a director of the B. A. T., left for Hsuchow by way of the Tientsin-Pukow railway to offer relief and assistance to the flood sufferers.

Hsuchow is on the Peking-Hankow railway and it is presumed that the operations of trains on this line will be interfered with, though no news on that point was received in Shanghai yesterday.

TREATY IS ENDORSED BY LABOR IN AMERICA

Gompers Asserts Workers Will Aid In Reconstruction In Speech To Federation

(Reuter's Agency War Service)

Atlantic City, June 9.—The well known Labor leader, Samuel Compers, addressing the American Federation of Labor, declared that Labor is determined to have a voice in the work of reconstruction and an industrial autocracy will not be permitted.

The report of the Executive Committee endorsed the Peace Treaty as a triumph of freedom, justice and democracy as exemplified in the Covenant of the League of Nations.

Strife Of Hungarians And Czechs Is Ended

Belligerents Are Evacuating Neutral Zone Designated By The Allies

(Reuter's Agency War Service)

Prague, June 11.—Hostilities between the Hungarians and Czecho-Slovaks have been suspended under the armistice. Both belligerents are evacuating a neutral zone designated by the Allies.

Airplane Travel in China To Be Started This Fall

Big Handley-Page Machines Reach Here In August; Wireless Telephone Also To Be Introduced

Regular aerial passenger and mail service, the linking up of far away corners of the country by three powerful wireless stations and a knitting together of all the provinces by means of wireless telephones are three great strides toward the perfection of her communications which China is to take in the near future.

Air service between principal cities of North China is a prospect no further off than this autumn and the installation of the wireless telephone system will be forwarded just as quickly as the equipment, possibly already on the way, arrives. The wireless plants, which will bridge the gap to distant Kansu and on across the Mongolian and Thibetan reaches to furthest Chinese Turkestan, will take longer, for the great mass of equipment, some of which is expected to arrive in Shanghai within the next few days, will have to be transported overland some 2,000 miles.

Plans for these far-reaching developments were told by Mr. G. W. Frodsham, of the Peking Syndicate, which has put the deals through and which is agent for the Handley-Page and the Marconi companies, from which planes and wireless apparatus have been purchased.

Six Machines Coming

Six Handley-Page machines are expected to arrive here in August and they will be assembled in Shanghai and flown to Peking. Experts will accompany the machines to the Far East and will place themselves at the disposal of the Chinese Government, though it is expected that the aerial service will be taken over by Chinese aviators.

The planes are of a type having a capacity of 20 passengers and designed with accommodations for cargo and baggage or mails. They are driven by two Rolls-Royce motors of 350 horsepower each and attain a speed of 100 miles an hour when loaded to capacity. The passenger accommodations will be as luxurious as those of a Pullman palace car, with big, comfortable chairs, rich fittings and even a sizeable passage or promenade where passengers may stretch their legs. The coach will be enclosed and electrically heated and lighted.

To Fix Routes

The routes of travel have not yet been definitely determined upon, Mr. Frodsham said, but it is probable that all important cities in North China, such as Peking, Tientsin, Shanghai, Hankow and the like will be linked up by regular schedules. The aerial service will be under the direction of Major-General S. Y. Ting, head of the Aviation Department of the Ministry of Communications, whom Mr. Frodsham characterised as an able and efficient executive and a leader among the progressive men who see the necessity of bringing China "up to date." Major-General Ting is managing director of the Peking-Suiyan Railway and was largely responsible for the inauguration of the motor transport service between Kalgan and Urga. It is hoped to bring the air service under the same scheme of direction, as the railways and other Government departments.

Chinese Aviators Available

There are at least twenty thoroughly able Chinese aviators in Peking at the present time, Mr. Frodsham said, who have been trained under French experts. The Chinese make very good flyers, he declared, and there would be no dearth of men to take over the operation of the Government's planes.

Referring to the wireless telephones, Mr. Frodsham said that 200 sets of these instruments had been ordered through the Marconi company. They have a guaranteed daylight range of forty miles but are actually capable of greater distances. They are to be distributed throughout the country. Latest advices received by the syndicate stated that these machines and all equipment were ready and only awaiting shipping facilities, and it is believed that they may even now be on their way to Shanghai.

As to the wireless program, the three new stations planned will be erected at Lanchowfu, the capital of Kansu, along the Great Wall, and at Urumchi and Kashgar in Chinese Turkestan. Eight thousand cases will be required to bring out the equipment and the task of getting it transported overland to the installation points will be one of the biggest undertakings of its kind on record.

FRENCH LABOR TROUBLES ARE BEING ADJUSTED

Disputes At Mines Of Nord And In Pas de Calais Already Have Been Settled

(Reuter's Agency War Service)

Paris, June 6.—The coal mines dispute in the departments of Nord and Pas de Calais have been settled.

Warning Is Superfluous

Paris, June 6.—A number of members of the Municipality have appealed to the population to remain calm. The warning is superfluous as the strike negotiations are proceeding in a most orderly manner.

Wire Strike In U.S. Called Unjustified

Postmaster-General Promises No Delays Will Be Caused By Walk-Out

(Reuter's Agency War Service)

Washington, June 11.—Postmaster-General Burleson makes the statement that the Telegrapher's strike is "wholly unjustified," adding he has been informed that telegraphic traffic had not been delayed and would not be delayed.

66 Turkish Prisoners Are Brought To Malta

Among Them Are Ministers Of Old Regime Responsible For Massacres

(Reuter's Agency War Service)

Malta, June 3.—Sixty-six Turkish prisoners have arrived under a strong military escort. The greatest reticence is maintained regarding their names, but it is known that they practically comprise all the Ministers of the old regime who were responsible for the Armenian massacres, deportations and other crimes and intrigues.

Affairs In Rumania Are Moving Smoothly

Continued Improvement Seen In Economic Situation And In Army's Condition

(Reuter's Agency War Service)

London, June 6.—Reuter's Agency learns that there is a general and continued improvement in the economic situation in Rumania. Steamers are regularly sailing between England and Rumania and locomotives and railway material are being despatched. The military situation is excellent.

POWERS AT PARIS SHAPING REPLY TO GERMANY'S CLAIMS

Finishing Touches Put To Answers To Several Of Rantzau's Notes

LIMIT FRONTIERS

Question Of Boundaries Of Czecho-Slovakia One Point Touched

TERMS TO STAND

If Program Was Carried Out, Teutons Now Have Final Statement

(French Wireless To Reuter)

Paris, June 13.—(Via Lyons and Koukaza.)—The Big Four deliberated on Wednesday morning on the question of responsibilities and the limitation of Poland.

Count von Brockdorff-Rantzau has raised objections against the clauses dealing with the fixing of indemnities due from his country. These clauses in their actual wording do not seem to touch the classification of damages, nor to define them; which has resulted in the Cabinet in Berlin presenting some observations concerning methods of discharging them.

This morning President Wilson, M. Clemenceau, Mr. Lloyd George, Baron Sonnino—in the absence of Signor Orlando—met together and worked out some schemes for the Treaty in reply to the German counter-proposals. Their meeting was continued this afternoon. They also put the finishing touches to the different notes dealing with more important matters, such as those relative to the Saar Basin; Alsace-Lorraine and the League of Nations.

To Take Up Frontiers

The heads of the Governments have also to reply to the Committee for the Revision of the Frontiers of Belgium and Denmark. The Committee met this afternoon at 3 p.m. at the Ministry of Foreign Affairs on the subject of the limitation of the Czecho-Slovak frontiers. M. Bratiano addressed the Committee.

The Viennese press gives several versions of the different notes which have been presented by the Austrian Delegation at St. Germain. The question of Bosnia will be the subject of a special note.

Ottoman Delegates Arrive

Paris, June 13.—(Via Lyons and Koukaza.)—Yesterday morning, at 11:35, the Ottoman delegates sent for by the Peace Conference arrived at the railway station of Vaucresson, where they were received by M. de Montille, delegated by the Minister of Foreign Affairs, Colonel Henry and Colonel Casati.

Planned To Answer Friday

(Reuter's Agency War Service)

Paris, June 11.—The progress made on Wednesday in the Allied reply to Germany indicates that the reply will be ready for delivery on Friday.

It is understood that the terms have not been materially lessened.

Points Covered In Reply

New York, June 11.—The Paris correspondent of the Associated Press states that the Allied reply to Germany does not fix the total amount of reparations. The text of the Treaty is unchanged, but the reply explains the practicability of the Reparation methods. The reply also re-assures Germany regarding the size of the Army of Occupation, and the cost and duration of the occupation.

Reports Pessimistic Meeting

New York, June 10.—The Paris correspondent to the Associated Press states that the Council of Four met today amid an atmosphere of considerable pessimism. The larger questions connected with the Peace Treaty are still unsolved.

It is understood that M. Clemenceau opposes any modification of the terms to Germany while the Silesian question and the Western frontier of Poland are still unsettled.

Claims Receive Attention Of Various Commissions

Paris, June 6.—A large number of new Commissions are examining the German counter-proposals. The strongest protest concerns Upper Silesia, the Germans alleging their inability to carry out the Reparation clauses if they must lose the Silesian as well as the Saar Mines. The Germans also emphasise they should be given the mandate for their principal colonies.

MILITARY SITUATION REVIEWED IN COMMONS

Activities Of British Forces In Various Areas Are Told In Reports

(Reuter's Agency War Service)

London, June 6.—In the House of Commons today, on the motion for the adjournment for Whitsun, Sir Donald MacLean, leader of the opposition, opened a debate on the present situation with regard to the Peace Terms and also the question or British and Allied respective military operations in Russia, apart from the unavoidable action in the Archangel and Murmansk regions. He contended that it was a huge mistake to continue an undefined policy of intervention there. He asked whether the import of food into Germany was unrestricted.

Mr. Cecil Harmsworth, interrupting, said that very large quantities of food were being sent there by the Supreme Economic Council. Any country might send food there and could receive goods from Germany. The Allied countries, however, at present were forbidden to trade with Germany regarding commodities, but there was an unlimited import of food to the extent of Germany's capacity to pay for it.

Sir Donald MacLean, concluding, hoped that the blockade would be removed as speedily as possible.

Asks For Confidence

Mr. Winston Churchill, replying to Sir Donald MacLean and other speakers, invited the House to extend generous and clear confidence to the representatives of the British nation in Paris. The negotiations were approaching that climax arriving just before a settlement is reached. He submitted that the question of the publication of any of the documents connected with the Peace negotiations should be entirely left in the hands of the representatives while they were endeavoring to reach the goal of a speedy Peace.

With regard to Russia, we were endeavoring to wind up our affairs in North Russia, which we hope will become self-supporting before the end of the summer. Then we shall be enabled to come away having honorably discharged our duty to those people.

Our troops in the Caucasus were hundreds of miles from the enemy. They were stationed there until it had been decided what the future of the Caucasus would be in connection with the general peace settlement.

Two Battalions At Omsk

We had only two battalions in Siberia, who were hundreds of miles from the fighting. They were stationed at Omsk, the seat of Government, as a symbol of British sympathy. He referred to his recent warning against basing exaggerated hopes on Admiral Koltchak's advance. His recent considerable setback in the southern sector of his advance had become more pronounced, but Mr. Churchill pointed out that on a wide front thinly-held lines sway backward and forward. Mr. Churchill deprecated the newspaper suggestions that Admiral Koltchak would reach the gates of Moscow shortly. He was hundreds of miles distant and it was not expected that the gates would be reached. We had furnished no men, but munitions and equipment for Admiral Koltchak's operations. He defended the financial support being given to the Omsk Government as an obligation of honor, seeing that we had called it into existence and for our aid at the necessary moment.

We were not involved in the Polish operations except that, if they prospered, our withdrawal from North Russia would be facilitated and we should not have to enter into elaborate operations to safeguard the interests of the civil populations.

Gives List Of Casualties

Broadly speaking, the numbers of the British troops in Siberia and North Russia equalled those of the United States forces.

Since the signing of the armistice, the British casualties in all parts of Russia were:

Killed: 12 officers and 116 men.
Wounded: 14 officers and 152 men.
Missing: 2 officers and 62 men.

Mr. Winston Churchill ridiculed the idea that such a number of casualties in seven months represented operations likely to drain away the energies and resources of Great Britain and commit us to vast overseas journeys into the heart of Russia. Obviously our operations are more in the nature of police-work than real warfare.

Cost Of Operations

The Secretary of State for War, after showing that the cost of the operations in Russia largely arose in connection with the European war, stated that the production-value of the munitions supplied to Admiral Koltchak and General Denikin probably did not exceed £20,000,000, but their disposal-value, in consequence of the termination of the war, was much less. Arrangements had been made for payment by the possible future Russian Government.

Mr. Winston Churchill deprecated exaggerated talk about the pouring out of blood and money on vague and wild Russian expeditions. Everything done had been definitely decided on. The Russian policy was not a British policy but an Allied policy planned in conjunction with the other Great Powers, all of whom are constantly watching these matters.

Orlando Goes To Rome To Attend Parliament

(French Wireless To Reuter)

Paris, June 13.—(Via Lyons and Kouka za).—A message from Rome states that the Premier, Signor Orlando, left on Thursday for Rome, where his presence is demanded for the next session of Parliament, which meets on the 19th.

Pamphlets Slander British Minister

Leaflets Making Wild Charges Traced By Peking Police To Japanese Printer

(Reuter's Pacific Service)

Peking, June 11.—An amusing proof of Allied friendship occurred in Peking this morning. A Chinese in a ricsha passed through the Legation Quarter to the western boundary, where a Legation constable noticed that there was a large bundle of leaflets in the ricsha and stopped it, whereupon the occupant jumped out and made his escape.

The leaflets said that Sir John Jordan had sent a note to the Chinese Government demanding the incorporation in Tibet of Kansu, Chinghai, half of Szechuen and the smaller half of Yunnan. Which, asked the leaflets, was the more important, the loss of Kiaochow or those large provinces? "Awake, Arise or we perish" and so forth.

Turning to railways, the leaflets said that America and Britain were endeavoring to secure foreign control of China's railways. As the railways were the life of China their loss would cause the Chinese to perish. It was time for China's 400,000,000 to arise and act. This railway scheme the leaflet said, had originated with Messrs. Hsiung Hsi-ling, Wang Tah-hsieh and Lin Chang-min. Should not these men be punished equally with Tsao, Chang and Lu?

The ricsha man stated that the Chinese hired him to go to Kato and Co., Japanese printers. From there he went to the Japanese Hospital in Erh Tiao Hutung, thence back to Kato and Co., where he received the leaflets.

The reference to Sir John Jordan is a complete falsehood, as is also the statement that Messrs. Hsiung, Wang and Lin originated the idea of unifying the Chinese railways.

PLAN VACATION SCHOOLS THROUGHOUT SHANGHAI

Success Of Yangtszepoo Social Center Venture Leads To Amplified Program

As a result of the experience gained in the Vacation School held for the last two summers in the Yangtszepoo Social Center a movement has been set on foot to extend these schools throughout the city of Shanghai.

At a dinner given to Dr. R. G. Boville, the International Director of the Daily Vacation Bible Schools, a general committee for all Shanghai was appointed. This committee has since organised with Mr. B. Atwood Robinson, chairman, Dr. Fong F. Sec, vice-chairman, Miss E. Johnston, recording secretary, Mr. K. P. Chen, treasurer, and Mr. J. H. Geldart as executive secretary and superintendent of Shanghai schools. These officers, together with Mrs. T. C. Chu, are to constitute the executive committee.

A finance committee was appointed as follows: Mr. J. Black, chairman, H. Y. Hoh, C. D. Glauque, N. Viloudaki K. P. Chen, and Prof. D. H. Kulp. A small budget will be raised to print materials for the use of the schools and for the correlation of the work throughout the city.

The general committee will aim to encourage colleges to send out students who will conduct vacation schools wherever they go and will urge churches, schools and missionary bodies to make it possible with loans and money for these students' to conduct such schools. They will provide for the training of willing students into the vacation school idea, standardise and translate manuals and co-operate with the Daily Vacation Bible Schools of New York City in extending these schools throughout other cities of China.

Last year there was one school in Shanghai with an enrollment of 220. This year there will be opened on June 30, for six weeks, five schools scattered throughout the city. These schools will represent a real attempt to utilise idle buildings and idle students in the service of idle children for stories, hand work, singing and play.

Members of the general committee for Shanghai are, besides the officers and finance committee: Y. C. Bau, Miss M. Jansen, Dr. Y. Y. Tsu, B. G. Tewksbury, Miss L. J. Tuttle, the Rev. S. McKee, S. M. Dong, Mrs. D. H. Kulp, Mrs. H. C. Mei, Dr. S. T. Bryan, S. M. Wang, S. S. Zung, M. T. Price, G. A. Fitch.

Reply From Koltchak Satisfactory In Main

(Reuter's Agency War Service)

Paris, June 6.—Admiral Koltchak's reply to the note has been received. It is mainly satisfactory but makes reservations as regards the Allies' insistence on the convocation of a Constituent Assembly and recognition of the new States formed out of Tsarist-Russia with the approval of the Allies.

FOR THE CHILDREN
AMERICAN APPLE CIDER
PURE SWEET WHOLESOME
Agents
Connll Bros. Co.

CZECHO-SLOVAK AFFAIRS TOLD OF IN MESSAGE

Wire To Representative Here Reviews Conditions In The Republic

Mr. Max. Engel, Czecho-Slovak representative in Shanghai, announces the following:

The following wire referring to recent events and conditions in the Czecho-Slovak Republic has been received on June 5, by Mr. Bohdan Pavlu, the Government representative in Russia, direct from the Minister of Foreign Affairs, Dr. Benes, in Paris.

President Paderewski of Poland is expected in Prague shortly in order to consult with President Masaryk about the question of Teshin in Silesia, the inclusion of which into Czecho-Slovakia is considered by the country as indispensible for its economic development.

The Czecho-Slovak Government has taken under its care 150,000 war-orphans and taken steps to improve the conditions of the middle classes by opening special credit and trust organisations for the supply of essential commodities at cheap prices.

The report of the special commission which has inquired into the reprisals and arrests made by the late Austrian Government during the war states that 35,000 people were imprisoned in Bohemia, 1,500 court-martialed and over 26,000 either prosecuted, interned of expelled. An indemnity of $6 millions of Crowns is demanded from the Central Powers on behalf of these people.

Minister of War Klofac in a speech points out that Czecho-Slovakia is today the only state in Middle Europe possessing an organised and well disciplined army, its true democratic organisation being a great success. Its strength according to official figures is as follows: 14,200 men with 23,000 horses, the total expenditure for the army being calculated at 674 million Crowns.

The former Hungarian Minister of Education, Apponyi, has, after crossing secretly the Danube into Czecho-Slovak territory, declared his intention to become a faithful Czecho-Slovak citizen. He declined to return to Hungary and was interned.

The American Red Cross has despatched a special mission for children to Prague under the leadership of Major Johnson.

Official expert delegates have been sent from the Commercial Department of the U. S. to Czecho-Slovakia to study social, economical and financial conditions in order to improve business relations.

A group of American banks have opened a credit for the Czecho-Slovak Government by issuing obligations under the guarantee of the Government. American firms in Vienna are removing their offices to Prague.

Financial situation.—A careful study of the banking and similar institutions in the country has revealed that the financial situation is a very satisfactory one. There are 16 large commercial banks in the country with over 1,000 important branches. Special activity is shown in the Near East and the newly formed states where the highly organised and efficient Czecho-Slovak banks are quickly assuming a leading position. Special economic treaties have been concluded with Poland, Jugo-Slavia, Italy and Rumania arranging in the case of the latter for an exchange of foodstuffs against agricultural and railway machinery. Czecho-Slovak capital has also been invested in the Galician and Rumanian oilfields.

American Mill Hands Return After Strike

(Reuter's Agency War Service)

New York, June 9.—It is announced that 30,000 mill operatives in New England have resumed work after three weeks' idleness.

Body To Safeguard British Trade Named

Committee Appointed By Lord Curzon Will Devise Means To Protect Interests Abroad'

(Reuter's Agency War Service)

London, June 6.—Lord Curzon has informed the Association of Chambers of Commerce that he is appointing a Committee to discuss present means for protecting British trading interests abroad. The Committee will discuss means whereby the solidarity of British interests may be maintained. It is understood that all questions connected the basis on which British Chambers of Commerce shall be established in foreign countries will be considered.

SPEECH IN WASHINGTON AROUSES MEXICO'S IRE

Orders Delegates Attending Commercial Conference To Come Home

(Reuter's Agency War Service)

Mexico City, June 9.—Mexico has ordered the withdrawal of the Mexican delegates to the Pan-American Commercial Conference, which recently assembled in Washington, as a protest to the remarks made by the Speaker of the House of Representatives, Mr. Gillett, in referring to the backwardness of Mexico in commercial matters.

It is announced that Chihuahua, which Villa was recently reported to have captured, was entered by the Government forces on Saturday.

Hughes Going Back To Australia Soon

Understood That Arrangements For Delegation's Departure Have Been Made

(Reuter's Agency War Service)

Paris, June 6.—Mr. W. M. Hughes, the Prime Minister of Australia, in a speech to Australian soldiers said that he intended to leave for Australia at the end of June. It is understood that all arrangements have been made for the departure of the Australian Delegation.

British Destroyers Given To Australia

Terms On Which Vessels Were Presented Have Not Yet Been Disclosed

(Reuter's Agency War Service)

London, June 6.—The Government has handed over the destroyers, Anzac, Swordsman, Tattoi, Stalwart, Success and Tasmania to Australia. The Anzac is a squadron leader while the others are of the latest type.

The terms on which they were handed over are not disclosed. The Australian navy will man and maintain them.

America To Wind Up Shipbuilding Work

(Reuter's Agency War Service)

Washington, June 9.—Mr. Hurley has asked Congress for an appropriation of G. $6,000,000 to wind up the Government Shipbuilding Department.

REPORT UFA HAS FALLEN TO BOLSHEVIKI DENIED

Summary Of Events In Siberia Is Given In Despatches From Harbin

(Reuter's Pacific Service)

Harbin, June 11.—The rumors that Ufa has been captured by the Bolsheviki are untrue. All the efforts of the enemy to cross the River Belaia at different points were repulsed with great losses. The concentration of considerable Red forces in the region of Ufa has been taken into consideration by the High Command and sufficient reserves have been despatched.

The Russian Telegraph Agency states that the American Consul-General at Omsk has applied to the Council of Commerce asking for lists of Russian firms interested in exporting or importing goods from America and indications concerning the quantity of raw material ready for exportation.

Strikers Back At Work

It is reported from Chita that the strikers there returned to work in the railway-shops on receiving a telegram from the Minister of Communications allowing additional payment to meet the enormous increase in the cost of living.

The last express to arrive from Siberia was fired on by Bolsheviki from the woods in the region of Kansk, despite the fact that all such trains are supplied with armed guards and accompanied by armored trains.

The Ministry of Foreign Affairs has been informed that M. Milanko-sovitch has been appointed the representative of the Servo-Croat-Slovene Government to the Omsk Government.

Message Reveals Situation

Harbin, June 13.—A Bolshevist wireless message states that the Kharkoff press, commenting on the advance of General Denikin's army, says that there is no time to be lost. The Revolution is seriously threatened and all must join the army and oppose General Denikin and Admiral Koltchak.

Plan Bond Issue

Harbin, June 13.—According to the Vestnik Manchuria, the merchants of Tsitsihar have informed the Governor that, owing to the suspension of commercial operations with the Russians on account of the refusal to accept Siberian notes by the Chinese population, they have decided to follow the example of the Fudiadian (?) Commercial Association and issue bonds to the sum of 1,500,000 (currency not stated) for Manchuria.

Reuter's correspondent is reliably informed that the Bolshevist command is showing great indecision in conducting all operations.

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SOLE AGENTS FOR
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All Sizes and Shapes kept in Stock, a few of which are given below:—

Ricos Comerciantes	in boxes of	25	$3.50	Reina Victoria	in boxes of	50	$2.65
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Oriente Cabanet	„	50	5.25	Regalia Oriente	„	50	1.80
Baronets	„	25	2.50	Londres	„	100	3.00
Imperiales	„	25	2.25	Regalia Chica	„	100	3.00
Perfectos	„	25	1.75	Princesas	„	100	3.00
Estrellas	„	25	1.65	Cortado de la Reina	„	100	2.50
Estrellas	„	50	3.00	Cortado Delicioso	„	50	1.80
Parles	„	25	1.35	High Life in the East	„	50	1.80
Ladies	„	25	1.40	Entreactos	„	100	2.25
Brevas	„	50	2.20	Nuevo Habana	„	100	2.60
Panetelas	„	50	2.25	Nuevo Cortado	„	100	2.50
Superbas	„	25	2.25	2a Cortado	„	100	1.60

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The New Model 490 Is Here

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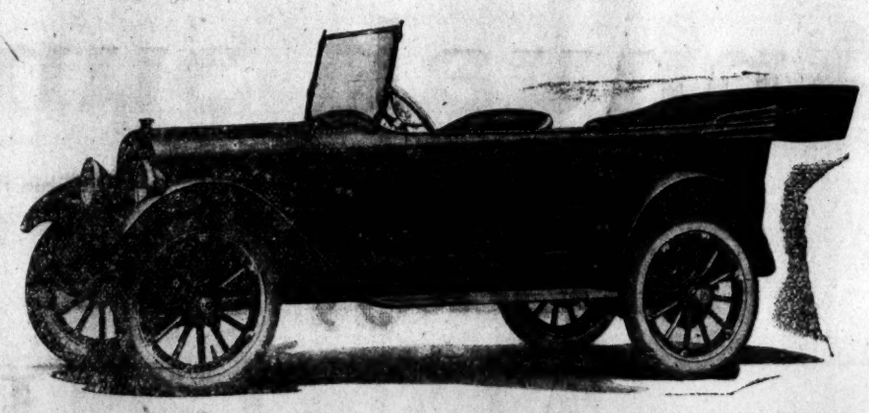

Seeing is believing, and to see the new Chevrolet is to believe in it. Nothing has been overlooked in making the Chevrolet 490 the best car on the market in its class today.

Style, comfort, finish, and, above all, ability to perform, are all embodied in the new 490. To ride in the Chevrolet 490 convinces you it is no longer necessary to pay two and three thousand taels to get expensive car features. They are all in the Chevrolet, plus economy of upkeep and operation.

See the car yourself—ride in it, compare it, feature for feature, with other cars. We know what you will say and we shall be satisfied with your judgment.

H. S. HONIGSBERG & CO., INC.

EXCLUSIVE AGENTS

U.S. AIR MAIL SERVICE REVIEWED BY OFFICAL

Has Been In Continuous Operation For A Year With High Efficiency

Washington, May 16.—In an address before the Southeaster Aeronautical Congress at Macon, Ga., today, Second Assistant Postmaster General Otto Praeger reviewed the operation of the Air Mail Service as the pioneer employment of airplanes for commercial service.

"When we started the aerial mail with the assistance of the Army," he said, "we were told if we scored 50 percent of the schedule trip, we ought to be satisfied, and that we might be compelled to suspend operation during at least three months in the winter."

He referred to a prediction made on the floor of the Senate that the service would not last two days and not rise to the dignity of a seven-days' wonder; and remarked that it was more than a seven-days' wonder, more than a seven-years' wonder and was here to stay.

He said that when the first anniversary of the Air Mail Service was celebrated on the 15th of this month, the same two planes with the same motors that flew the aerial mail in May 15, a year ago, would carry the mail on that day, after a year of continuous and strenuous service through sunshine, rain or gale. He said that the air mail service was a success both in the efficiency of its flying and as a postal facility. The record of the service, he said, was more than 92 percent of perfect, millions of letters being delivered to the people of New York on the afternoon of mailing instead of on the following morning as would have been the case if they had gone by rail. This, he said, had been done in small army training planes. He expected to make a still better record with the specially constructed airplanes for the building of which advertisements had been issued.

"One of the valuable lessons we have learned," he said, "is that commercial flying is vastly different from military flying. Commercial flying requires an approach to complete inherent stability, which does not mean sacrifice of controlability, although it does mean sacrifice of 'stunt' flying. Commercial flying requires, first, safety in flight and safety in landing; second, absolute certainty of remaining in the air until the objective point is reached; and third, speed enough to overcome the strongest head winds, reasonably fast climb, good ceiling and heavy load capacity.

"One year's operation of the aerial mail has pointed out the way for such a machine and on June 2 we shall receive bids and specifications for its creation. Within six months thereafter such planes will be delivered to us, and then commercial aviation will have arrived.

"The reasonableness of this statement may be readily judged by considering the performance of the aerial mail. A total of more than 125,000 miles have been flown in every kind of weather—one in a gale of 58 miles per hour and snow storms over New York on March 28, and one in a gale of 80 miles an hour on March 29. In our total mileage, covering nearly twelve months of regular service, we have had but 36 forced landings, all due to mechanical trouble. We have never had a plane carrying mail drop out of the sky beyond control. We have never killed a pilot of a mail plane. There have been six cases of minor injuries, such as contusions or cut sustained in a plane turning turtle in a forced landing, and there have been but two serious injuries."

He said that there was some difference of opinion with reference to the activities of a unified air service, which had been much talked about.

"But," he said, "I think there can be no dissent from the proposition that the Federal Government would do well to give the fullest aid to the development of aviation. This aid could best be given by the creation of a Commission or a Board for the encouragement, development and regulation of flying.

He said that to restrict aviation development and operation to a single bureau of the Government, whether civil or military, would be a blunder; and that at this formative state the Army, the Navy and the Post Office Departments should each be provided with ample appropriations to develop commercial flying and that the whole aviation industry should be given the amplest assistance that our Government can give.

Inspector Vaughan Goes Home On Leave

Chief Inspector T. I. Vaughan, of Central Station, goes home on leave by the Empress of Asia this morning. A large number of friends, including officials and men of the Police Department, were down to the jetty last evening to see the popular Inspector off and a big delegation from the Chinese detective staff, who had chartered a sampan, accorded him a tremendous farewell salute of crackers as the tender swung into the stream, while another large deputation from the Sikh force echoed the salvos with further fireworks ashore. Chief Inspector Vaughan expects to spend a short time in Canada on the way to England and will return via the States in about seven months.

SITUATION AT PEKING DISTURBS ANFU PARTY

Recent Removal Of Minister Has Incensed Militarists Whose Hands Are Tied

(From Our Own Correspondent)

Peking.—The Anfu Party is much incensed that Tsao Ju-lin, Lu Chung-yu and Chang Chung-hsiang should have been permitted to leave the service of the Government, and there has been much talk of reprisals against the Government in Anfu and military circles. Their majority in Parliament is not, however, sufficiently great to successfully impeach either the President or the Premier on the charge of letting the three officials go under pressure, and their only other method of reprisal would be to replace the President and the Premier with members of the military party. This, as already stated, they find it inconvenient to do at just this time.

The Anfu and military men are, moreover, consoling themselves with the thought that while Tsao and his two friends are out of the service the system still remains and Tsang Yu-chin, a close political friend and follower of Tsao's, is now Acting Minister of Communications. Furthermore General Ting Shi-yuan, of their own group, who controls the Kalgan and Hankow railways, still holds his post and all the military officers of the Tuan party are as yet on the job. The students have knocked a chip off the machine, but they haven't broken it. Hence the Anfu men and their friends and adherents feel as strong as ever for the present, their only anxiety being as to what may happen next.

Such fears as the Anfu men and militarists may have as to the future are not entirely unfounded, as the student propaganda has gone a long way with the soldiery of Peking during the past fortnight. The troops have been brought into close touch with the students through the efforts of the military leaders to suppress the students' activities by force; and the troops, none of whom have been paid for at least four months, have absorbed the liberal and national doctrines preached by the students with unusual rapidity. The soldiers thus influenced have in turn spread liberal ideas among their comrades, and these ideas, aided by the dissatisfaction that is inevitable among unpaid soldiers, have made the Peking divisions an exceedingly restless and uncertain quantity.

Automatic Phones For City Of Manila

Three Districts To See Old Equipment Go; Rushing Installations

The Philippine Islands Telephone and Telegraph Company, which operates the telephone network in and about Manila, has placed orders with Automatic Electric Co. for the construction and installation of two automatic exchanges, which will serve the Binondo, Tondo and Santa Mesa districts, respectively, and will form parts of the present system in the city.

The larger of these two exchanges, that for Binondo, will have an immediate capacity of 1,500 subscribers and will be completed and cut into service as soon as possible. It is to be installed in a new building, work upon which has already been started. This structure will be specially designed for its purpose and will embody all of the features which experience has proved add to the efficiency of telephone plants put in tropical countries.

The Santa Mesa exchange will be somewhat smaller in installed capacity and will be put into service after the Binondo plant is in operation.

China-Seattle Club Is New Project

The China Club of Seattle, in cooperation with the University of Washington and the Chamber of Commerce and Commercial Club, has worked out a plan for securing from China students desiring to prepare for a commercial career and who give promise of future proficiency.

The plan proposes an equal division of the students' time so that they shall have the technical university education and a practical vocational training by actual practice in mnufacturing, banking, shipping and commercial houses in Seattle.

The advantages to the students are obvious. They will return to China qualified for business and with responsible positions waiting for them. The advantage to firms in Seattle is that they will connect with themselves young Chinese business men with an American education, trained in their own establishments and qualified for their service abroad.

A number of Seattle firms are prepared to receive such students. Time to be divided between practical and technical training. An allowance is proposed that will in part meet necessary expenses. It is expected tht friends in China, or perhaps the central or local government or Chambers of Commerce in China, will provide them with what may be lacking.

Places with Seattle firms cannot be guaranteed, unless students have been accepted beforehand. It is expected that a representative will be established in China authorised to make arrangements on behalf of cooperating firms. In many cases students will doubtless go to the University of Washington just as other students, with the assurance that good work may result in business openings.

Honan Tuchun Again Negotiating For Arms

General Hsu Shu-cheng Given Appointment In Mandate Of President

General Chang Ching-yao, Tuchun of Honan, is again negotiating for the purchase of a large quantity of arms from an Italian firm, according to a Peking telegram last night.

The same telegram said that General Hsu Shu-cheng was appointed Defense Commissioner of the Northwestern Border by a Presidential Mandate Friday.

A Hankow telegram last night stated that that the Tuchuns and Defense Commissioners of the various provinces have named General Tsao K'un, Tuchun of Chihli, to proceed to Peking to urge President Hsu Shih-chang and Premier Chien Nung-hsun to remain in their offices.

Obituary

Admiral Von Holtzendorff

Reuter's Service

Berlin, June 9.—The death is announced of Admiral Von Holtzendorff.

Dr. Inouye

Tokio, June 12.—The death is announced of Dr. Inouye, Governor of Tokio Prefecture. Dr. Inouye died of apoplexy yesterday evening in the middle of a dinner at the Imperial Hotel.

THE SHANGHAI COMMERCIAL AND SAVINGS BANK, LTD.

9, Ningpo Road

A Bank of the Chinese, by the Chinese, and for Everybody

This Bank is a Chinese Bank, carrying on banking and exchange business of every description along modern lines.

It is our endeavor to execute every transaction, whether large or small, to the full satisfaction of our clients. "SERVICE and EFFICIENCY" is our motto.

Your visit is invited and your patronage solicited. This is YOUR BANK.

K. P. CHEN, *General Manager.*

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O.V.B. OREGON VERY BEST

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Doctor's Opinion:— "All that can be desired as a sustaining diet."

Doctor's Opinion:— "Useful in all forms of weakness."

Doctor's Opinion:— "The only food that the stomach could retain."

Doctor's Opinion:— "Specially helpful in dysentery."

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Monday, June 16th, 1919

High-Class Millinery, Drapery and Furnishing Goods

Genuine Bargains in All Departments

Household Linens, Longcloths, **Cotton Dress Goods,** Blouses, Sports Coats, Embroideries, Hosiery, Etc.

All Remnants at Half Price

LANE, CRAWFORD & CO., LTD.

THE "FOUR BIG POWERS" IN MOTOR CARS

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Maxwell

MOTOR CHANDLER CARS

Automobiles of international reputation that meet all requirements with the greatest efficiency and economy.

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THE SHANGHAI GARAGE CO., LTD.

operating

THE STAR GARAGE —— and —— **THE EASTERN GARAGE**

Our Main Showroom at the Star Garage, 125 Bubbling Well Road

Police Kept Busy By Foison Reports

(Continued from Page 1)

ones turned black, blue, violet and several other colors after their respective hearts stopped, so the Chinese said. But detectives could not substantiate the rumors.

Then there were rumors of a Japanese demonstration. Credence were given these reports when several Japanese shops closed on Woosung, Miller, Hanbury and Minghong Roads. It was later learned that the shops had closed to externally manifest the sorrow of the proprietors at the insults to the Emperor of Japan. Several pictures of the Mikado had been found with pins stuck in the eyes; others were pasted promiscously on electric light posts and buildings, several were upside down.

To add to the tension many Japanese had been excited by the Japanese press for a sensation was promised. The discovery of the M'kado's pictures was the sensation. Many Japanese were very angry at the press because of the promised sensational news as it caused more or less unrest.

Insults Are Resented

Influential Japanese stated yesterday afternoon that there was no danger of a demonstration although the Japanese community deeply felt the insults to their Emperor.

According to the Nippo, a Japanese newspaper, a meeting was held and representatives of ten organisations voted to send a summary of the facts to Tokio. Newspapers of Japan will be advised of the incident, the Nippo continues.

It was said yesterday that the matter would be taken before the Chinese Government through official channels. The posters have been removed by the police and the Municipal Council has been apprised of their existence. What action the Council will take is unknown. No arrests have been made by the police as it is impossible to ascertain the origin of the posters.

Rumors Worry Police

Police are worried more about the poison rumors as the toll of injured is daily increasing. Posters have been circulated throughout the Settlement advising the Chinese to place no faith in them and the Chinese press has co-operated. Although all Chinese papers printed the Council's proclamation yesterday morning, attacks were made on Chinese and Japanese yesterday and last night.

The most serious was in the Harbin Road district about 8:30 o'clock last night. A Japanese named Konda who lives at Woochow Road, was searching for the house of a friend in an alleyway off Urga Road. As he went from house to house, examining the numbers, Chinese become suspicious and the report was quickly spread that Konda was poisoning the water.

He was attacked and although he fought his way to Urga Road, the crowd increased and he was severely beaten. Breaking away, he ran about 100 yards when he was again caught by the mob, his clothes were torn from him and he was beaten until he dropped. After struggling to his feet, he managed to reach a dwelling house occupied by Japanese. He fell unconscious after the occupants had assisted him upstairs.

All who could gain entrance rushed into the house and smashed the furniture, window shutters—everything within reach. None would mount the narrow stairs, only wide enough for one man.

The crowd in the street yelled and howled. "We want their blood," they cried.

Detectives Raise Seige

Some 20 minutes afterward, Chief Detective Office Armstrong and Detective Nakagawa, coming from Wayside, chanced through Urga Road and were attracted by the shouting. They fought their way through the crowd, drove the Chinese from the house and while Mr. Armstrong stood guard at the door, Nakagawa was sent upstairs.

Mr. Armstrong ordered his chauffeur to the Harbin Road Station and a few minutes later the automobile returned with Sikh and Chinese police, who made short work of dispersing the crowd.

Konda was revived and taken to a Japanese Hospital at 8 Quinsan Road where doctors said that his wounds would not be serious unless internal trouble was caused by the beating.

More Poison Stories

A young man who resides in the Wayside District ate some melon seeds early last evening. A few minutes later he dropped to the ground, crying that he was poisoned. A quick trip to the hospital, a hurried emetic and the doctor's verdict followed. The medical man pronounced the man's stomach perfect and the melon seeds an non-poisonous. The alleged sick man will be held for the alienists.

A Chinese reported to the Hongkew police that lettuce and cabbages had been poisoned by Japanese. Had a leaf of lettuce to prove it—all black and curled around the edges.

"G'wan," said the unimaginative sergeant, 'tis withered."

Japanese Cruiser Arrives, Destroyers Due Today

The Japanese cruiser Chitose arrived at Shanghai yesterday and anchored in the Whangpoo off Yangtszepoo at number three buoy. The Chitose will be followed by four destroyers, expected here from Sasebo this afternoon.

One of the fastest ships in the world at the time of the Russo-Japanese war, the Chitose is now a fourth class man of war of the Japanese navy. The Chitose was a scout cruiser in 1904 and was well known in the war with Russia for its capture of a Russian destroyer, one of the Russian fleet starting out from Vladivostok.

New Consul-General Is Visitor

Mr. Yamasaki, who retires as Consul-General to London to take over the Japanese Consulate here next month when Mr. Aryoshi is transferred to the post of Minister to Switzerland, arrived here from London on the Mishima Maru Friday. He left for Tokio yesterday and returns to Shanghai in three weeks.

Two farmers and a carpenter appeared before Assessor Hayashide and Magistrate Tsang in the Mixed Court yesterday on the charge of attempting to murder one Tashio Kakuma, the the Japanese assaulted on Ferry Road last week. The men were also charged with beating a Chinese named Wong Ching-ling. The case was remanded for two weeks.

TSINANFU IS QUIETER SINCE SCHOOLS CLOSED

(*China Press Correspondence*)

Tsinanfu, June 10.—The resolve on the part of the school authorities of both the government and private schools including the Shantung University, has relieved slightly the tension that has existed between the government authorities and the Japanese military powers in Shantung. With all prospect of the resumption of regular classes gone, with student discipline hopelessly demoralised, the school administrators in solemn conference decided the only just move in the situation would be to close the schools.

The closing of the academic year has been anticipated by from two to three weeks. Commencement exercises have been largely interfered with, and many of the regular school year events omitted altogether. Shantung University had been evolving plans for an unusually large commencement ceremony with the graduation of its largest class in medicine of 38 students. A more informal program has been arranged at which will be present the members of the graduating class and a limited number of guests.

The closing of the schools has tended to expand rather than put a stop to the boycott movement. Students are now leaving for their home counties, and by prearranged plan are carrying with them the basis of a organisation which will put the entire province under the sway of the boycott movement. During the summer the student executive officers will remain in Tsinan to carry through the activities planned for the remainder of the summer.

Threats of interference on the part of the local Japanese military government have so far not been realised, but the anti-American propaganda is being pushed more vigorously through the local Japanese press and the Chinese dailies which are under control of the Japanese.

Some Of The Prominnet Americans To Whom The Deadly Bombs Were Addressed

Here are shown some of the prominent men throughout the country to whom the deadly bombs recently discovered in the New York and other city post offices were addressed: J. P. Morgan, New York banker; John D. Rockefeller, Standard Oil magnate; Albert S. Burleson, United States Post master-General: A Mitchell Palmer United States Attorney-General; William D. Wilson, United States Secretary of Labor; Thomas W. Hardwick, ex-U. S. Senator from Georgia; Ole Hanson. Mayor of Seattle; William C. Sproul, Governor of Pennsylvania; Keneshaw M. Landis, Federal Judge, Chicago, Ill., and Anthony Caminetti, U. S. Immigration Commissioner.

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NATIONAL PORTABLE TYPEWRITER

(Model No. 3)

Here is a portable typewriter of standard type-bar construction, with rigid, durable frame of cold rolled steel—built to stand rough usage—full size universal keyboard, full width carriage; has every essential advantage of the big typewriters; yet stands only 6¾-in. high and weighs a little over 9 pounds complete. The New Model No. 3 is a material improvement over all previous models in fact, a great little machine. Two color ribbon, backspacer, easy removal of typebars, etc.

Complete with Carrying Case Mx. $75

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22 Nanking Rd., Shanghai.
Phone, C. 4778.
Cable Add. "Mackbauck"

O.V.B. OREGON'S VERY BEST

LOGANBERRY JUICE
Mix it with an equal part of Whisky and add Tansan.
"One of the best drinks going!"
Gande, Price Co., Agents

"Green Bicycle" Brand
ROLLER FLOUR
(green label)

The Highest Grade Flour milled in Shanghai. Manufactured under the supervision of an American Miller.

Cheaper
than any kind of imported flour
Quality
equal to the best imported flour

Ask for "GREEN LABEL"

Fou Foong Flour Mill Co.

HEAD OFFICE
57 Peking Road: Phone, Central 154
We are doing both wholesale and retail business, and will send goods to destination ordered.
AGENCIES:
Ting Sheng Rice Shop, Broadway.
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ANNUAL SUMMER SALE

will commence on MONDAY, the 16th inst., in the

DRAPERY, FURNISHING, GENERAL and MILLINERY DEPTS.

FIGURED VOILE
IN A GREAT VARIETY OF DESIGNS & COLOURS
Special Sale Price
$1.00 per yd.

HOSPITAL BEDS
White enamelled 3-part Hospital Beds are offered at **$12.00** each during the sale

TRUNKS AND SUIT CASES
are offered during the sale
at **20 %** off.
usual prices

The "GUIDE" Watch
in a solid nickel case
$2.00

BEDSTEADS
BLACK ENAMEL AND BRASS BEDSTEADS IN a handsome design
ORIGINAL PRICE
$50.00
Sale Price
$28.00
only a few left

GILLETTE BLADES
80 cts per.
packet of 6 Blades

GILLETTE RAZORS
Special Sale Price
$8.25 each

CONGOLEUM
SQUARES & MATS
must be cleared
Sale Prices From
$2.75 each

GOLF BALLS
Spaldings Best Golf Balls will be sold at
$11.50 per doz
during the sale

Weeks & Co., Ltd.

Shanghai & Hankow

SEES GREAT AWAKENING AMONG CHINESE PEOPLE

Recent Demonstrations Indicate Nation Is Awakening, Says Publisher

A great democratic and industrial awakening among the Chinese people should follow the recent patriotic demonstrations throughout the country, in the opinion of Mr. Emil Maurice Scholz, former publisher of the New York Evening Post, who is at present in Shanghai.

Mr. Scholz, who though a young man, has had many years of success in the publication business in America, sold out his interest in the Evening Post while the war was on and when the negotiations were completed made application for a commission in the army and was passed for a captaincy the day before the armistice was signed. When the war ended he decided to make a tour of the world and arrived here a few days ago after having been some months in Japan, Siberia and North China. He will speak before the Advertising Club next Tuesday evening on "The Commercial Development of the American Newspaper."

"I have been very much impressed with the great field there is in China for American business" said Mr. Scholz when asked to give some of the impressions received during his stay in China. "The average American at home has only the faintest idea of the great awakening that has taken place during the last few years. I will admit that while I thought myself fairly well informed it opened my eyes to see how wide awake the people are for their betterment in every way. Perhaps when the people have provided for themselves a stable government and cease factional strife the advance will be even more rapid.

"The nationalistic growth is marvelous. The recent demonstrations are going to take the people out of the rut and give them more assertiveness. There is no reason why there should not be as rapid progress here as there was in Japan after the people there awakened to the possibilities for trade development. There is much to be hoped for from the common everyday man. He has energy that if well directed industrially will make the country prosperous and raise the standard of living within a short time.

"I am appalled at the great need here for compulsory education and the necessity for diverting the money that has heretofore been spent for military equipment, or rather misspent I should say, to channels for educational purposes.

"I consider myself fortunate to have been here during the strikes, or rather students' demonstrations. I witnessed a phenomenon never before seen in labor matters and the orderliness with which the strikes were conducted impels me to say that no autocratic government can withstand long such a force.

"The importance of proper selection of young men sent here by American business houses has been emphasised to me many times since I have been in the Orient," Mr. Scholz continued. "The conditions are such that unless a young man has strength of character he will fall into ways that make his return home an absolute necessity. There is need for an American club such as you have here in many other cities of the Orient. The young man must realise that while he cannot work at the intensive pace that he might in America because of the climate it does not necessarily mean that he should spend his time in idleness.

"I am going to tell some of my American friends when I get home of the necessity for advertising their goods here when they seek to enter the market. The English language press as well as the vernacular press offers a splendid opportunity. The advertising of a product in the English language press has great weight with the distributor as well as the consumer but the vernacular press reaches a great multitude of people and much attention is paid to the printed word. I am glad to see that many American firms are already advertising liberally in the local press—many more should and I observe that the cost is very much less than in America and I daresay the returns greater because the field is virgin."

Mr. Scholz leaves here for Manila on the 26th and goes to Hongkong from there about the middle of July. He expects to return to America in the early fall.

Finding Husbands For English Women Big After-War Problem

Mrs. Rowland Winn.

The women problem in England is one of the biggest after-war problems that that country has to settle. Its solution rests in the hands of the women of England, and among those who are taking a prominent part in the reconstruction called for is Mrs. Rowland Winn, wife of Hon. R. G. Winn, son and heir of Lord Oswald. It is estimated there are three women to every man in England, which means two out of three English women cannot be married to Englishmen. Several solutions to the problem are being considered, and it is in this capacity that Mrs. Winn and many other prominent British women are helping. Mr. Winn is an officer of the famous Coldstream Guards and was severely wounded in France while serving with his regiment.

ENEMY PROPERTY CASES UP IN SUPREME COURT

Messrs. Arnhold Get Judgment And Four New Applications Are Granted

Judgment for plaintiffs was rendered in the British Supreme Court yesterday in the case of Messrs. H. E. Arnhold and C. H. Arnhold versus Mr. A. G. Mossop as custodian of enemy property. The application was for the payment by the custodian of a debt due by the enemy firm of Arnhold, Karberg and Co. to the plaintiffs.

The balance of the proceeds of the sale of two parcels of land in Shamoon, known as No. 14 and 31, formerly belonging to the enemy firms, was accordingly ordered to be paid to the applicants. The custodian consented to their application and was allowed to deduct the taxed costs of the application from the funds in his hands. Plaintiffs were represented by Mr. C. H. Wright and the custodian appeared on his own behalf. Judge Skinner Turner delivered the judgment.

Four applications for the payment out of certain funds of the enemy dividend account were made by Mr. Mossop in the British Supreme Court Thursday before Judge Sir Havilland de Sausmarez. The applications were granted. The orders allowed Mrs. A. Schmidt, a British subject before her marriage, $300 per month and expenses in connection with her illness. Mrs. J. Pape, also a British woman before marriage, the release of Tls. 1,411 deposited in the Hongkong and Shanghai Bank; Mrs. Tisdall of 52 Markham Road, $200 a month and Tls. 221.66 as rental during her life, and Carl Hoffman, whose repatriation has been postponed on account of illness, Tls. 300 per month.

News Brevities

Lieut. A. H. Aiers, son of Chief Inspector A. H. Aires of the Sinza Police Station, returned to Shanghai yesterday on the Empress of Asia after serving two years in France with the Chinese Labor Corps. Lieut. Aiers will rejoin the firm of Messrs. Brunner, Mond and Company.

• • •

Tientsin papers report that two bodies, one of a United States Army Sergeant and the other of a Cantonese woman, were found in a house off Parkes Road, Tientsin, on Wednesday. Both were shot through the heart. It is believed that the sergeant killed the woman because of jealousy and then committed suicide.

• • •

A Chinese draper whose shop is in North Szechuen Road was fined $20 in the Mixed Court yesterday for displaying a flag bearing writings held to be of an inflammatory nature.

• • •

An ex-soldier was sentenced to one year's imprisonment by the Mixed Court yesterday for committing a burglary at 1134 Tatung Road on Friday.

• • •

The British Postmaster desires to acknowledge with thanks the receipt of books, magazines, etc., from Mesdames Serebriannikoff, D. D. Barclay, L. A. Muir, Commander Count Monroy, H.I.M.S., S. Saboto, Rev. C. F. Viking, Dr. Chatley, Messrs. Reiss and Co., C. C. Reading Room, British Postal Agent, Tientsin, R. M. Saker, C. G. Humphreys, A. P. C. Newburgh, P. Enticknap, F. L. Marshall, L. Loureiro, E. E. Parsons, "C.M." and "Anon."

• • •

An extraordinary general meeting of Messrs. Harvie and Gibbon, Ltd., will be held at the premises of Messrs. Seth, Mancell and Co. 38 Kiangse Road on the morning of June 18 at 11:45 o'clock.

• • •

Judgment has been reserved in the case of the Shanghai Sharebrokers' Association against J. A. Hayes.

• • •

Sir Everard Fraser, Consul-General for Great Britain, accompanied by Lady Fraser, leave on the Empress of Asia today. Sir Charles and Lady Crewe, accompanied by their son, are among those leaving. The Empress leaves Woosung this morning. The last tender leaves the Customs Jetty at 6:30 o'clock.

Now is the time for all good men—and women too—personally to see and operate

CORONA

The Personal Writing Machine

The Corona is a simple, sturdy, portable typewriter designed to meet the needs of the writing public.

When travelling—your letters, reports, etc., can be neatly Coronatyped on the fastest trains and in the slowest hotels.

At home—it can be carried from room to room as easily as a book. It never mars the furniture, and can be folded up and tucked away when not in use.

In the office—it can be made just as indispensable as pen and ink, for it is a desk tool—big enough for every requirement, yet never in the way and light enough to lift in one hand.

Universal Keyboard, Absolutely Visible Writing, Back Spacer, Two Color Ribbon, Heavy Manifolding Power, Uubreakable Aluminum Frame, Non-marring Suction Feet, Line Lock and Margin Release.

$85 For demonstration and full particulars, apply to $85

DODGE & SEYMOUR (China), LTD., Agents for Corona

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INTERNATIONAL SAVINGS SOCIETY BONDHOLDERS

Due to the fact that there are now approximately **9,000** bonds in force and each month the number rapidly increasing, the Directors of the I.S.S. have found it necessary to change the hour of "THE DRAWING" to **2 p.m.** Monday, June 16, 1919

ALL FUTURE DRAWINGS WILL COMMENCE AT 2 P.M.

In the drawing tomorrow more than **$27,000.00** will be returned to bondholders and 10 percent of the total BONDS will receive returns from **$2,000.00** to **$12.00** each

There are now Four First returns of **$2,000.00** each; Five of **$1,000.00** each and 890 other returns of **$300.00, $200.00, $160.00,** etc., etc.

BONDS IN FORCE **$18,000,000.00** BONDS IN FORCE

9.—Please note carefully the **Securities** in which the funds belonging to the Bondholders are invested.

HIGH-GRADE SECURITIES

Debentures
Shanghai Municipal Council
French Municipal Council
Shanghai Land Investment
Anglo-French Land Co.

Shanghai & Hongkew Wharf
Shanghai Waterwork's
Shanghai Race Club
Shanghai Club

Shanghai Hotels
Cercle Sportif
Hall & Holtz, Ltd.
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Certified by: C. BUY, *Censor*
R. FANO, *Chairman of Directors.*
SETH, MANCELL & Co., *Auditors.*

DO YOU KNOW of any other legitimate and safe investment for a savings account other than the I. S. S. Premium Bonds where you have possibilities of such Large Returns?

INTERNATIONAL SAVINGS SOCIETY

5 AVENUE EDOUARD VII, SHANGHAI.

J. BEUDIN and M. SPEELMAN
General Managers

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Special Representative

An Example of the possibilities of every bond.

BOND No. 981 was issued on the 20th July, 1914, and since that date has drawn

On January	15th, 1915	$ 12.00
„ September	15th, 1915	$ 150.00
„ October	15th, 1915	$1,525.00
„ November	15th, 1916	$2,000.00
	Total	$3,687.00

The Bond was then cancelled as more than its full value ($2.000) had been redeemed and the holder received further the 2 years Surrender Value to his credit.

Leading Personal Lights In Soviet Russia

Who are the leaders of Soviet Russia? The London Sphere answers this question with a series of brief character sketches. We read:

Lenin

Of the leaders of Bolshevik Russia Lenin is by far the most important. He is, indeed, the life and soul of the whole Bolshevik movement. Born on April 10, 1870, he is a 'hereditary noble' and the son of a state councillor of the Simbirsk government. Brought up in the orthodox faith he was educated at the Simbirsk Gymnasium and at the University of Kazan, from which town, however, he was speedily banished on account of his socialist proclivities. Revolution seems to run in his family, and his brother Alexander was executed as a Terrorist in 1887. Lenin, whose real name is Vladimir Ilyitch Ulianoff, is married to Nadezhda Krupskaia, a former political exile to whom he is said to be most devoted.

A staunch supporter of Karl Marx, whose principles he has ever followed in his own way, Lenin has written much on economic subjects. His great propaganda book for studying Bolshevism is entitled 'The State and Revolution,' a small handbook in which he sets forth very succinctly his views regarding the futility of constitutional methods as a means for the establishment of socialism. Of great personal courage and fanatical determination, Lenin enjoys to a remarkable degree the respect and veneration of his colleagues. One of the few genuine Russians in the Bolshevik movement, he may be called without exaggeration the virtual dictator of Russia.

Trotsky

Lev Davidovitch Trotsky—or, to give him his real name, Leiba Bronstein—is a Jew of versatile talents and considerable powers of organisation. In his evolution as a Socialist he has passed through Menshevik Internationalism and Trotskist Irrationalism to the more strenuous doctrine of Bolshevik Imperialism. President of the Petrograd Council of Workmen during the revolution of 1905 Trotsky has been twice exiled to Siberia, and has twice escaped before the completion of his sentence. A man of violent moods and passions Trotsky has frequently been guilty of the greatest cruelty and excesses. He has, however, written several clever historical sketches of the revolution, and as a journalist possesses a certain facility of summary which makes a strong appeal to his followers. To an unbounded ambition has been temperamentally added by the great power which he wields as Commissary for War—a post in which, at any rate, he has not shown any lack of courage. He has been sarcastically described by his opponents as 'the greatest Jewish general since Joshua.'

Sverdloff

Jacob Movshev Sverdloff, the president of the All-Russian Central Executive Committee (in other words, the president of the Soviet republic), is, like Trotsky and many others among his colleagues, a Jew. He was born at Nijni-Nevgorod in 1885, and began life as a chemist. When only seventeen he was imprisoned for taking part in a demonstration at a student's funeral. His experiences in a Russian jail seem to have soured him definitely against present day society; at all events he has always proved himself one of the most uncompromising and relentless of Bolsheviki. His death (under what circumstances we are not told) was recently reported by the Bolshevik government.

Zinovieff

Ovsey Hershon Zinovieff, or Apfelbaum, the president of the Northern Commune and the virtual dictator of Petrograd, was born at Nevomirgorod in 1883. As his name conveys, he, too, is a Jew. All his life he has been a devoted admirer of Lenin, and has been the latter's constant attendant and disciple in all his various peregrinations through Europe. During the war Zinovieff, who is a clever journalist, edited, in conjunction with Lenin, The Social Democrat, a Bolshevik paper published in Switzerland, in which the two Bolsheviki chiefs violently assailed those Socialists in Allied, neutral and enemy countries who supported the war or took sides in it.

Radek

Karl Radek, one of the cleverest and most dangerous of the Bolshevik commissaries was, until his recent mission to Germany, Assistant Commissary for Foreign Affairs. One of the youngest of the Bolshevik leaders, Radek has a very considerable knowledge of European politics, and in particular of Central European politics. His real name is Sobelsohn. By nationality he is a Jew, and was until joining the Bolsheviki, an Austrian subject and a deserter from the Austrian army.

Kameneff

Lev Borisovitch Kameneff, or Rosenfeldt, the president of the Moscow Soviet, is also of Jewish origin. Born in 1883 of rich parents, he received a good education at Moscow, where he entered the university. When only nineteen he was arrested for taking part in a students' demonstration in front of the Pushkin monument, and on this occasion experienced his first dose of prison life. A member of the Russian delegation at Brest, he was nominated Bolshevik Ambassador at Vienna after peace was signed. On passing through Finland, however, he was arrested by the Finns and kept in prison until July, 1918.

Kameneff is a man of considerable culture, and is more human and moderate in his views than most Bolsheviki.

Appointed First Secretary Of League Of Nations

Sir Eric Drummond

Sir Eric Drummond, former private secretary to Arthur J. Balfour, British Minister of Foreign Affairs, has been appointed First Secretary General of the League of Nations, according to a report from Paris. Sir Eric will receive G.$25,000 annually for his service. Sir Eric Drummond has been in the British Foreign Office since 1900 and is now forty-three years of age. He is a half-brother and heir presumptive of the Fifteenth Earl of Perth. Sir Eric came to the United States with the Balfour mission which visited America immediately after the entry of this country into the European war.

Passengers Arrived

Per R.M.S. Empress of Asia: Mr. and Mrs. F. M. Bartelme, Lt. Gen. Chao Yuek-hsiu, Mrs. G. W. Crum and infant, Lt. F. C. Focken, Misses Irene Hung, L. M. de Souza, L. A. McRae, Ng See, A. Wong, M. Wong, P. Wong, A. Wong, V. Wong, Mrs. Ho Wah-tong, Mrs. Lee Sui-yuen and child, Mr. and Mrs. J. G. Lock, Rev. Pedro Lopez, Mr. & Mrs. Lesourd, Mrs. A. O'Brien and son, Mr. and Mrs. B. F. Pereira, Mrs. W. K. Wong, Mrs. J. J. Gorman, Mr. D. P. and Mrs. Shuler, Mrs. Hung Pun-sam, Miss May Hung, Rev. and Mrs. G. R. Haskell, Dr. and Mrs. Jee and infant, Mrs. A. Kok and 3 children, Mr. F. F. Leitao and 2 children, Miss M. A. Leitao, Mr. and Mrs. Niebel, Mrs. M. Pritcherd, Mstr. G. Wong, Mrs. Wong, Mr. and Mrs. F. L. Hutchin, Mr. and Mrs. R. H. Whinery, Messrs. K. Bayshay, L. Everett, S. E. Green, J. J. German, C. J. Hewitt, F. M. H. Holman, E. M. Joseph, P. Kremer, R. E. Mauders, E. J. Surman, M. M. Tackey, P. C. Young, Ho War-tong, Max Basker, Loui Shu-lum, J. Barr, Wm. Van Buskirk, A. A. Claxton, V. Dessau, Fan Chi-fai, Wm. Gilchrist, Wong Zhuk-san, san, Geo. Hogg, H. Meyersohn, V. J. S. Rumble, G. W. R. Stelman, Sokoloff, J. H. Wallace, F. Chow, W. B. Walker, Loui Koung-yu, A. C. Dodge, S. R. Kirkness, Saloon passengers for Nagasaki: Mr. and Mrs. J. S. Hugo Accurti; for Kobe: Mrs. Faber, Messrs. L. R. Auginaldo, C. C. Mulle; for Yokohama: Capt. R. H. Caulfield-Giles, Miss E. M. Fawcott, Mr. and Mrs. D. C. James, Mr. and Mrs. Murray, Mrs. Look Poong-shan, Mrs. M. L. Ell and 2 children, Mrs. A. Cartlidge, Mrs. Helen Morgan-Johnson, Miss H. C. Van der Well, Messrs. G. H. Davis, V. H. Robinson, G. De Vos, C. J. Hewitt, H. P. Moore, Look Mun-king, F. Reynes; for Vancouver: Mrs. S. Armstrong, Mrs. F. J. R. Adams and child, Mr. and Mrs. C. B. Brown, Mr. and Mrs. H. Y. Bruams, Mr. and Mrs. S. Cameron, Mr. and Mrs. E. B. Dunn and child, Mr. and Mrs. D. Forbes and 3 children, Mr. and Mrs. Goldsmith, Mr. and Mrs. M. B. Loup, Mr. and Mrs. J. Mulder, Miss Mason, Mr. and Mrs. E. A. Ormiston, Mr. and Mrs. A. M. C. Stewart, Master Stewart, Mr. and Mrs. A. Stevenson, Mrs. and Miss Thornton, Mr. and Mrs. F. A. Thompson, Miss Marr, Mrs. C. G. Alabaster and child, Mr. and Mrs. J. S. Benner, Surgeon Capt. and Mrs. Dreaper, Mr. and Mrs. Dale and 2 children, Mrs. J. H. C. Goodban and child, Mr. and Mrs. P. Hollingsworth, Mrs. J. A. Hofman and 2 children, Mrs. E. L. Johnson, Miss O. Loup, Mstr. Robt. Loup, Mrs. R. McGregor and 3 children, Mr. and Mrs. A. S. Murray, Mr. and Mrs. Noble and Mstr., Miss Ormiston, Mrs. Grace Rippingale, Mr. and Mrs. Thompson and 3 children, Mrs. Webb and child, Mrs. C. C. Wallace, Miss J. J. E. Wallace, Messrs. D. Bunting, J. Carrigan, J. D. Danby and child, J. W. Graham, F. J. Caches, J. E. Haiffetch, W. D. Hawkes, Jas. Isbester, D. C. P. Jansen, L. Larsen, Hde Dyll Nachenuis, H. W. Page, Jose Paez, J. Roer, A. W. P. Spiers, C. E. Warren, F. B. L. Bowley, F. A. Bender, J. G. Herman, A. H. Anderson, G. H. Fox, M. M. Francis, A. O. Glass, K. E. Grieg, F. J. Gilbraith, D. P. Chappiee, F. L. Laurence, J. McLean, Lachlan, J. L. Plummer, E. J. Rully, A. Stewart, A. M. Samuels, J. H. Stickler, J. M. Sommerfield.

Per C.M. s.s. Klangyung from Hankow: Miss Gertsch, Messrs. Fangrieves, Shoemaker, W. S. Young.

Per C.N. s.s. Hsin Peking from Ningpo: Mrs. Bishop and child.

Per C.N. s.s. Tean from Hongkong: Messrs. F. C. Sheele, S. Snoll, N. J. Townsend, F. Gibson, F. Froggatt, W. Twist, L. Innes, G. Rundle, Mansfield, G. Dilly, H. Baker, W. C. Ridout, Miss M. E. Moore, Mrs. B. E. Waka.

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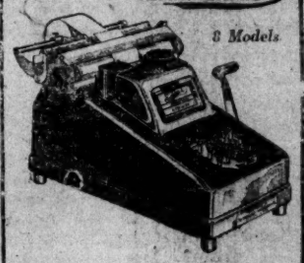
At all CLUBS, HOTELS and BARS

GANDE, PRICE & CO., Agents

Sundstrand ADDING MACHINE



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The figure machine that is different and better—the machine that is portable and is carried to the work—wherever that work may be.

Ten keys, scientifically arranged, make the touch system of writing a reality.

The touch system and one-hand operation make greatest speed and accuracy. Sub-total in red without pressing a key—a grand-total in red with one hand—exclusive correction features—visible writing. Just a few points found on this better figuring machine.

We want to show you in your own office on your own particular work.

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Interior Finishes For Every Room

Walls, Woodwork, Floors and Furniture—finished with Flat-Tone Old Dutch Enamel, Mar-Not Varnish and Floorlac, present a beauty and durability of finish which is so desirable in every home.

For making walls sanitary, floors waterproof, woodwork beautiful and easy to keep clean, and renewing furniture, these products cannot be equalled. A full line of Sherwin-Williams' products carried in stock.

A Finish For Every Surface

SHERWIN-WILLIAMS PAINTS & VARNISHES

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SUMMER SALE—SUMMER SALE

For Two Weeks Only—Commences June 16th

This sale offers an unique opportunity to discriminating buyers. The goods are of high-class quality, genuinely reduced, marked in plain figures, showing actual reductions.

SOME BARGAINS IN OUR GENERAL DEPARTMENT

Tennis Rackets

By Jaques, London "Eclipse" Rackets. Price $20.00 Sale Price $13.00
Slazenger's "Stadium" " " 24.50 " " 14.50
" "Eclipse" " " 10.50 " " 6.50
" "Lyceum" " " 23.50 " " 13.50

Tennis Balls

Jaques' British Made . . . . . Price $8.50 Sale Price $5.75
The Draper-Maynard Co., An American Ball
Answers all requirements of the National Lawn Tennis Association.
Designed for tournament play . . . . Price $10.50 Sale Price $7.50
Champion Rackets . . . . . Price $9.50 Sale Price $4.50
Devon Rackets . . . . . " 11.50 " " 4.50

All Tennis Gear Less 20% Discount

Hot or Cold Bottles . . . . . Price $2.50 Sale Price 1.90
Kitchen Ware less 15% Discount.
All Electro Plated Ware less 20% Discount.
Clear Crystal Glass Tumblers. For every day use. Price $2.50 Sale Price $1.50

Mason Jars Quart Size . . . Price $3.60 Sale Price $2.75 per doz.
Pint Size . . . . " 3.20 " " 2.50 " "

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WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

INTO THE THIRD WEEK OF OUR

REMODELING SALE

AND TOMORROW BRINGS OUT FRESH VALUES

BE IN THE LACE SECTION EARLY TOMORROW IF YOU WANT BARGAINS

A Lace Bargain

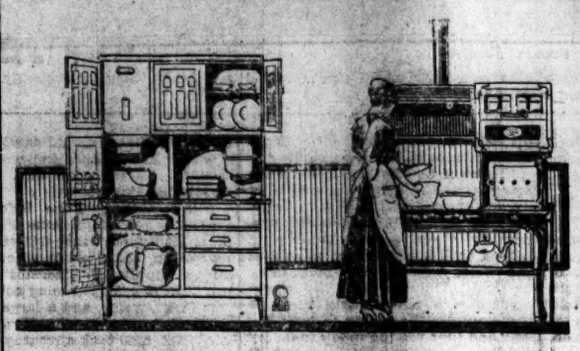
400 Yards White Shadow Lace Flouncing

In a similar design to sketch.
12 inches wide
Usually $1.00 yd.

Sale Price **50 cts.** yard

Here's a Fine Lace offer for you!
600 Yards, *Dainty Shadow Lace* in an ivory silky finish, similar to sketch. 22 inches wide
Usually $2.50 yard Sale **$1.25**

You can buy a Pretty Insertion, about 4 inches wide to match at
Sale Price **25** and **30** cts yard



FIT UP YOUR KITCHEN NOW

DOUBLE BOILERS
Grey enameled inside and out. tin covers.
Sizes 2, 3, 4 pts.
Usually $2.00, 2.50, 2.75
Sale Prices $1.75, 2.00, 2.25
Usually $3.00 and 3.25
Sale Prices $2.15 and 2.50

OVAL DISHPANS
Grey enamelled inside and out, side handles.
Sizes 16, 17½, 18½
Usually $2.75, 3.50, 4.00
Sale Prices $1.75, 2.50, 2.75

DEEP SAUCEPANS
Grey enamelled inside and out. tin covers.
Sizes 2, 3, 4, 5,
Usually $0.85, 1.00, 1.35, 1.50
Sale 75, 90 cts., $1.00, 1.20

SHALLOW SAUCEPANS
Grey enamelled inside and out, seamless, tin covers.
Sizes 4, 6, 9, 12 pts.
Usual $1.35, 1.75, 2.00, 2.50
Sale $1.00, 1.25, 1.50, 1.75

ROUND DISHPANS
Grey enamelled inside and out.
Diameter 16½ ins.
Usually $1.50 **Sale $1.25**

COLANDERS
Grey enamelled inside and out, side handles.
Size 9½ and 11 ins.
Usually $1.00 and 1.25
Sale Prices 75 and 85 cts.

TIN PIE PLATES
Heavy quality tin.
8 inches. Sale Price 30 cts.
12 " " " 45 "

TEA KETTLES
Grey enamelled inside and out, enamelled covers, flat bottoms.
Sizes 8 and 10 pts.
Usually $2.75 and 3.75
Sale Price $2.00 and 2.75

COFFEE POTS
Grey enamelled inside and out, tin cover.
Sizes 3½, 5 7 pts.
Usually $1.85, 2.00 2.25
Sale Price $1.40, 1.50, 1.50

PERFECT CAKE PANS
Loose bottom, strong tin.
Size 8 ins. Sale Price 30 cts.
" 9 " " " 40 "

COMFORT CAKE PANS
Fixed bottom.
Size 8 ins. Sale Price 30 cts.
" 9 " " " 40 "

WASH BOWLS.
Grey enamelled inside, with eyelets.
Sizes 11½, 12, 12½ ins.
Usually $0.90, 1.00 and 1.25
Sale Prices 70, 80 cts., $1.00

WATERPAILS
Grey enamelled inside and out, wire handle, wood holder.
Diam. 10 and 11 ins.
Usually $1.75 and 2.50
Sale Prices $1.25 and 1.75

GLASS TUMBLERS
Iceproof 1 pint size, slightly marked.
Usually 2.75 Sale 50 cts. doz.

ROASTING PANS
Grey enamelled inside and out, wire handles.
Usually $13-9, 14-9½ 16-11
Sale Prices 80 cts., $1.00, 1.25

240 only

RICH SOLID SILK AMERICAN SCARVES

Usually Priced at $1.50 and $2.00 each

NOW $1.25, $1.75 each

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FANCY SOFT SILK SCARVES

All out on show. Your choice here must be right.

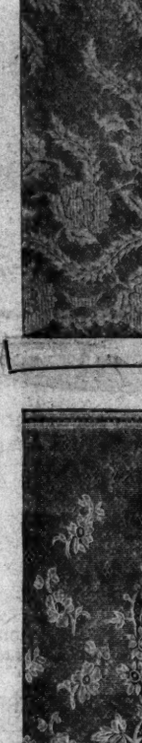
Usually Priced $2.00, $2.50 each

NOW $1.25 and $1.75 each

A WONDERFUL BARGAIN

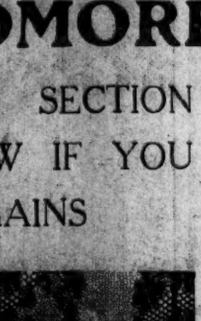
22 only

HANDSOME SILK AND CRETONNE STANDARD LAMP SHADES
In various colors and designs. Usually Priced $7.00, $10.00 and 15.00. **Sale Price $3.50, $5.00 and $7.50**



YOUR **Summer Frock** and cheap too!
200 Yards
Fine Swiss
All over embroidered muslin, similar to sketch, no bordered edge
Remarkable value.
24 inches wide
Usually $1.75 yard
Sale Price
$1.00 yard

HERE'S VALUE
480 Yards
White Shadow Lace Flouncing
In two widths, design similar to sketch.
21 inches
Usually $1.50
Sale Price
75 cts.
27 inches
Usually $2.00
Sale Price
$1.00



White & Paris Color Silk Design Piece Laces
18 inches wide.

Usually	Sale
$1.75 yard	$0.90
2.00 "	1.00
2.25 "	1.00
2.50 "	1.45
2.95 "	1.50

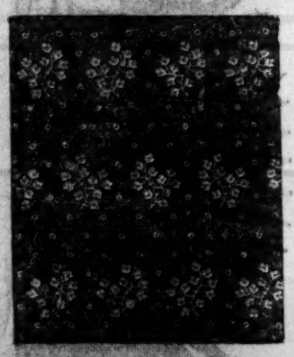
800 Yards White and Paris Shadow Lace
40 inches wide; worth double to-day.

Usually	Sale
$2.75 yard	$1.50
3.50 "	2.00
3.75 "	2.25

Georgette Crepe

Rich silky Japanese Crepe, sold by us for two seasons and tested by public popularity. Colors: White, Pink, Sky, Tan, Black, Saxe and Navy. 40 inches wide. Usually $3.00 yard

Sale Price **$2.50** yard



150 Pieces
Pretty White Net Lace
All new designs, 18 inches wide, similar to illustration.

Usually $1.00, 1.45 and 1.65 yd.
Sale $0.50, 0.80 and 1.00 yd.
Usually $1.75, 2.00, 2.25, 2.50 yd.
Sale $1.00, 1.00, 1.25, 1.45 yd.
Usually $2.75, 3.50, 3.75, 5.00 yd.
Sale $1.40, 1.75, 2.00, 2.50 yd.

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Buying ahead for the Winter is Real Economy

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TERMS: CASH at time of purchase or on delivery of goods

How U.S. Naval Planes Started Across Atlantic

Thrilling Sight As Three Huge Craft Set Out On First Leg Of Flight To Halifax

New York, May 9.—The United States Navy's squadron of seaplanes of the NC type, Commander John H. Towers, U.S.N., commanding, began the navy's historic effort to cross the Atlantic through the air at 9:59 o'clock yesterday morning on the first leg. The start to Halifax was from the Naval Air Station on Rockaway Beach, opposite Barren Island, and five minutes after Commander Tower waved his farewell to the 500, or more, well-wishers on the beach the three giant seaplanes were in the air, their noses pointed northeast, and the first genuine effort to fly from America to Europe was underaway.

The NC-3, flaghip of Commander Towers, and piloted by Commander H. C. Richardson and Lieutenant D. H. McCullough, was the first seaplane to start. Very slowly at first, then with express speed the great seaplane maneuvered out into Jamaica Bay for position, and then pointed straight north, her engines at full speed. Forty-nine seconds later the NC-3 was in the air and headed as the crow flies for the shores of Nova Scotia.

Exactly one minute after the NC-3 got underway the NC-4, with Lieut. Commander Albert Cushing Read, commanding, and piloted by Lieutenants E. F. Stone and Walter Hilton, skimmed into position, following the silvery trail left by the flagship, and fifty seconds after she went into full speed the NC-4 was in flight, her four great Liberty motors humming in perfect rhythm while Commander Read maneuvered into his appointed position to the starboard of and astern of the flagship.

Get Under Way

Lieut. Commander Patrick N. L. Bellinger, commanding the NC-1, signalled the order for that seaplane to get under way at 10:01 o'clock, just two minutes to the second from the time that the N.C.-3 started. Bellinger, alone of the seaplane commanders had boarded his ship in ordinary uniform. It was Bellinger who commanded the navy seaplanes at Vera Cruz in 1914 and to him yesterday's memorable event was just another incident in his career as a naval airman. The N.C.-1, the left wings of which were destroyed by fire on Monday, was the only plane in the squadron painted battleship gray, and despite the fact that the machine had been almost completely wrecked less than four days ago, it behaved better, perhaps, than the two that preceded it into the air. It was piloted by Lieut. Commander M. A. Mitesher and Lieut. L. T. Barin, and shot out into the bay with the speed of a rocket. Within thirty-six seconds after Bellinger signalled "full speed" to his engineer officers, the NC-1 was clear of the water and headed for its position to the port and astern of the flagship.

It was 10:06 when the squadron formation in the air was completed. The picture as seen from the earth was that of a huge triangle, the N.C-3 forming the apex and the other two sister planes the base of the figure. Just astern of the squadron and acting as a "good luck" escort was a seaplane of the F-5 type piloted by Lieutenant Griffin and Douglas, this being the same type of machine that was used in making the endurance record off the Virginia capes two weeks ago.

For perhaps ten minutes the seaplanes were visible from the Rockaways. They were about 1,000 feet up and their giant size was emphasised by comparison with the smaller machine that was acting as the honorary escort and was to return later with the final farewell by wireless of the officers manning the transatlantic organisation. One of the onlookers who had been permitted to witness an event which is destined to be memorable in the history of the air, remarked that, compared to the NC planes, the F-5 was as an apple to a pumpkin.

Weather Conditions Perfect

The weather conditions for the flight were pronounced practically perfect for the New York to Halifax leg of the voyage. But it was an eleventh-hour shift in conditions that made the start possible. As late as 9 o'clock the weather reports which were coming in from all points along the coast between Rockaway Beach and Halifax made the departure doubtful. At about 9:20 o'clock, however, reports of good weather and friendly winds began to arrive and at 9:30 Commander Towers announced that the squadron would take the air at 10 o'clock, and that he expected to arrive in Halifax harbor in about eight hours from that time.

Within a few minutes after the announcement that the transocean flight was at last to start, the whole station was on tiptoes. Every officer and enlisted man on the reservation, as well as the officers and men from the neighboring army post, hurried to the hangar area and sought places from which to witness the "hop-off" and to join in the good-luck demonstration that was to be the feature of the squadron's last few minutes in New York waters.

In the crowd were ex-Assistant Secretary of the Navy Herbert L. Satterlee, and Mrs. Satterlee; Captain Noble Irwin, U.S.N., Director of the Naval Air Service; Mrs. Towers, wife of the youthful commander of the overseas squadron; Mrs. Bellinger, mother of the South Carolinian who is directing the flight of the NC-1; Mrs. Richardson, and little Miss Richardson, wife and daughter of the senior pilot of the flagship; Commander A. T. Atkins of the Bureau of Steam Engineering in Washington, and a few invited guests of the squadron personnel.

It was 9:50 o'clock when Commander Towers, in his leather and furs, climbed into the navigator's seat in the bow of the NC-3. Just before he boarded the flagship he had a few words with Mrs. Towers, who appeared just as happy as he was over the great honor, that was his as commander of the first American transatlantic flight in history, and hers was the last "good luck to you" that Towers acknowledged as he vaulted the iron railing, beyond which the ordinary civilian must not go, and climbed aboard his flagship. The four Liberty motors of the NC-3 were having their final tuning up as Towers took his place in the navigator's seat. The forty-eight cylinders were making a racket like a thousand jitneys climbing a hill, and it is doubtful if the personnel in that boat heard any of the farewells that everybody on shore shouted.

Lieut. Commander Read, alert and smiling, was the next seaplane commander to board his machine. Read had completed less than an hour before a rigid flight test of the NC-4 and the last thing that he said as he climbed aboard was that the NC-4 was tuned up to the minute and was ready to go into the air the moment Commander Towers gave the command. Lieut. Commander Bellinger was the last of the plane commanders to climb into position. He put on his flight clothes after getting into the machine and just a moment or two before, he signalled for the NC-1 to get under way he stood up in the bow of the craft and shook his own hands as a pantomimic way of telling everybody on shore that he wished he could shake hands with all of them. Bellinger was as happy as a schoolboy and to a shouted "Do you think you will make it?" his reply of "Sure!" was heard above the din of the racket made by the four motors that were going at half speed preparatory to the maneuver for position in mid-way.

Commander Towers had said before boarding his flagship that the NC-3 would start at 9:59, the NC-4 at 10 and the NC-1 at 10:01 o'clock, and at 9:59, to the second he stood up and waved his last farewell, the machine beginning to move as he did so. As the NC-3 began to move the officers, bluejackets, and civilians started the cheering that was to continue until the NC-1 was in the air and on its way to position in the flying triangle.

Actual Flight Begins

For perhaps a minute the NC-3 maneuvered for position in the middle of the bay and then suddenly all motors went into full speed and the seaplane dashed forward, kicking up a silvery wave twenty feet or more high, while the wake made by the boat part of the machine was like that of a hundred torpedoes.

A minute passed and the NC-4 was in mid-bay and speeding up for the air, and then another minute and the NC-1 was out there, and then in a few seconds, although it seemed minutes to the onlookers ashore, the three machines were in the air and on their way to Halifax.

Notwithstanding the fact that until a few minutes before the start of the flight it was doubtful whether or not the squadron would get away yesterday, the air station authorities were taking no chances, and so it was that long before dawn the mechanical personnel were busy at the hangars inspecting the machines, tightening a wire here and there, testing out the motors one at a time and then all at a time, the result being that when the seaplane commanders arrived, at a few minu tes after 7 o'clock, they received the information that all three seaplanes were ready to start whenever the command was given.

Towers Expresses Confidence

Half an hour before the start, and when it was known that the squadron would go, the commanding officers and pilots gave to The New York Times a few words of farewell.

Commander Towers, the thirty-four-year-old Commander in Chief, said:

"I have been in the flying game too long to venture a very strong prediction regarding the result of even short flights. However, we are ready, and if the power plants hold out I know of nothing which will prevent us from reaching the other side. The engines have been given all necessary tests, and I believe that they are as qualified to make the long pull as any motors in the world.

"I have been asked many times if we are going in o this venture from a patriotic, scientific or sporting standpoint. There is little patriotism connected with the lucky chance to be a member of the over-overseas crew. Every one in the air service of the navy is anxious to go, for it will be good sport, though in no way a sporting venture. It is a scientific experiment, and if we get no farther than Rockaway Point the undertaking will be worth while, for the reason that we have made big strides in the heaver-than-air machines.

"The Navy Department and the entire field have worked untiringly and have left nothing undone to equip the planes for the long flights. It is up to us now, and we are going to try. We are going to do our best. Guesses aren't worth much, but if you want mine, here it is: We'll get there."

Lieutenant Commander Read, of the N C-4, when asked for a statement, told how he felt regarding the long flight.

"Whether we get there or not," he said, "we are going to get some fun out of it, especially the commanding officers, who are also the navigators. The trip will be a most unusual and interesting problem in navigation. If any of the machines do not arrive on the other side it will be on account of some entirely unpreventable failure in material, or the unforseen development of unfavorable weather conditions, matters which may happen regardless of the amount of care devoted to preparations.

"We leave with the assurance that all hands are pulling for us. America is with us, and I believe all countries want to see this experiment a success. Good wishes help."

Lieutenant Commander Bellinger of the N C-1, the plane which was twice in a storm, said:

"With the help of God and in spite of the devil, we'll get there."

Commander Richardson, who has had more to do with fitting the planes for the transatlantic flight than any man of the crew, said:

"Those of us who have been in the flying game the longest realise what we are up against. I believe firmly that the only thing which can prevent the three planes landing in Lisbon harbor is a defect in one of the twelve motors which must drive us there. Trouble with the power plant of one plane might make it necessary for the others to wait too long and thus use too much fuel. My belief, uninfluenced by my hopes, is that the flight to Europe will be successful."

Just before the plane pulled from shore Commander Richardson waved his hand to a little squad of mechanics and sailors who have been under his command since the work at Rockaway Beach started, and who helped assemble the three planes.

"He didn't forget us, did he?" said one of the men, who seemed repaid for all his hard work and the disappointment of not being one of the lucky ones.

Lieutenant J. L. Breese, the reserve pilot engineer on the NC-4, said that each of the four Liberty motors was a separate power plant and had its individual water, oil, gas and electric feeding system. He said that the four motors also had a general feeding tank. Just before leaving he said:

Of course we are going to get there. It is the belief of many persons that if we do not it will be the fault of the motors. I believe that the engines are good for the pull and are equally good with other parts for the journey. It we don't make it it will be the fault of the motor."

Lieutenant E. F. Stone of NC-4 expressed a thought for the affairs at home in his good-bye remark:

"There is only one thing I wish to surpass our hope for success and that is the Victory Loan."

Lieutenant McCulloch, when asked what he thought the chances were of the planes reaching Europe expressed himself as being "absolutely confident."

The man who has had charge of the various radio apparatus aboard the crafts, Lieut. Commander R. A. Lavander, said that there was no chance of the planes being lost at sea.

"Extensive experiments with the wireless devices have been made," he said. The directional finder or radio compass has a radius of over 100 miles. This will insure communication with at least two destroyers on the flight to Europe all the time."

Captain Noble Irwin, head of the Naval Air Service, said that he believed the planes would surely get to Newfoundland, and believed they would reach the other side.

Provisions Put Aboard

The last thing done before the seaplanes took flight was when the mess staff from the Officers Club placed on board each machine an ample supply of Thermos bottles filled, some with steaming coffee and some with water, and a large supply of sandwiches. Captain Irwin, the Air Chief, also took advantage of the opportunity to present to every man in the three crews a fourleaf clover, eighteen of which "good luck" tokens were brought to the station by Captain Irwin's little daughter.

Before the machines had gone fifteen minutes all reported that their wireless was working perfectly. Every ten minutes and as long as the wireless was in range, each ship sent a report to station headquarters. Each report brought the same good news of favorable weather conditions and smooth working motors. Each seaplane is equipped with three sets of wireless, each with a sending radius of about 100 miles. Lieut. Commander R. A. Lavender is the radio officer of the flagship, Ensign H. C. Read of the NC-14, and Lieutenant H. Sadenwater of the NC-1.

With personnel and cargo each machine weighed as it went into the air approximately 24,000 pounds, or twelve tons. The personnel on board each numbered six commissioned and warrant officers. Chief Machinist Mate E. C. Rhodes was the engineer of the NC-4, having been substituted for Chief Machinst Mate E. H. Doward, who lost his left hand while working on the motors of the NC-4 Wednesday afternoon.

Personnel Of The Squadron

The following is the list of the manning personnel of Commander Towers's squadron.

NC-3 (FLAGSHIP).

Commanding Officer—Commander J. H. Towers, U. S. N.
Pilot—Commander H. C. Richardson, Construction Corps, U. S. N.
Pilot—Lieutenant D. H. McCullough, U. S. N. R. F.
Radio Operator—Lieutenant Commander R. A. Lavender, U. S. N.
Engineer—Machinist L. R. Moore, U. S. N.
Reserve Pilot Engineer—Lieutenant (J. G.) B. Rhodes, U. S. N.

PERSONNEL OF NC-4.

Commanding Officer—Lieutenant Commander A. C. Read, U. S. N.
Pilot—Lieutenant E. F. Stone, U. S. C. G.
Pilot—Lieutenant (J. G.) W. Hinton, U. S. N.
Radio Operator—Ensign H. C. Rodd, U. S. N. R. F.
Engineer—Chief Special Mechanic E. C. Rhodes, U. S. N.
Reserve Pilot Engineer—Lieutenant J. L. Breese, U. S. N. R. F.

PERSONNEL OF NC-1.

Commanding Officer—Lieutenant Commander P. N. L. Bellinger, U. S. N.
Pilot—Lieutenant Commander M. A. Mitscher, U. S. N.
Pilot—Lieutenant L. T. Barin, U. S. N. R. F.
Radio Operator—Lieutenant (J. G.) H. Sadenwater, U. S. N. R. F.

(Continued on Page 11)

One Of American Planes That Crossed Atlantic

N.C.1 being primed for ocean flight

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How U. S. Naval Planes Started Across Atlantic

(Continued from Page 10)

Engineer—Chief Machinist Mate C. I. Kesler, U. S. N.

Reserve Pilot Engineer—Machinist R. Christensen, U. S. N.

Following the receipt of a bulletin from Sable Island late yesterday afternoon which said that the NC-4 was not in the squadron when it passed that point, it was announced at the Air Station that the regulations governing the flight stipulated that in the event one of the seaplanes became separated from the squadron formation, "it shall make the rest of its way along the coast until normal conditions obtain," and that in case a seaplane had to come down, the other seaplanes would remain in the vicinity until a report of the other seaplane's condition was received. Sharp spirals and other "fancy stunts" are forbidden.

The dirigible C-4, which cruised to New Haven and Bridgeport yesterday on a Victory Loan expedition, returned to the Rockaway Air Station in the afternoon. The dirigible reported that Commander Towers's squadron was not sighted during its flight along the coast.

The radio station at the air station lost touch with the planes shortly after noon. The last message received said that they were 140 miles away and were flying at the rate of about eighty knots, or ninety miles, an hour, at an altitude of from 500 to 2,000 feet. They were flying in close formation, the flagship, bearing Commander Tower, slightly in advance of the NC-1 and the NC-4.

For two hours preceding the final message the air station had been in constant communication with the planes. The final message said also that the navigators were using their radio compasses, or directional finders, to get their bearings, and that they were headed toward the first guarding destroyer of the fleet which will patrol the Atlantic, which is lying off Boston. They had been in communication with the ship, it was said, as well as with the radio stations at Norfolk and Newport.

A telegraph message to Commander Towers from Washington, which was delivered at the air station shortly after the departure of the planes, was relayed to him.

The Weather Bureau continued to make meteorological surveys throughout the day, and reported increasingly favorable conditions. The wind up the coast averaged about twenty miles an hour and was shifting slightly from the northwest to northeast.

Two Of Three Planes Reach Halifax After Nine Hours

Halifax, N. S., May 8.—Two of the United States hydroplanes, the NC-1 and the NC-3, on the first leg of a transatlantic flight, arrived here this evening at 8 o'clock, local time (7 o'clock New York time,) from the United States Naval Air Station at Rockaway, L. I. They covered the distance of 540 nautical miles in 9 hours flat.

No news had been received here up to 10 o'clock tonight of the third hydroplane, the NC-4. The two leading planes lost sight of the NC-4 early this afternoon shortly before they sighted Seal Island off the Nova Scotia coast. They were in wireless communication with her for sometime afterward, and their officers said that they had every reason to believe that she would arrive here safely before the night was over.

Captain W. T. Cluverius of the United States cruiser Baltimore, which is the supply ship at Halifax for the transatlantic flyers, said tonight that his ship was in constant wireless communication with the four destroyers stationed along the line of flight between Chatham, Mass., and Halifax, and that although no report had been received of the NC-4 since late this afternoon, he was expecting word at any moment that she was approaching Halifax. Captain Cluverius, who acted as spokesman for the aviators who had arrived and were quartered on his ship, was noncommital as to the reason for the delay of the NC-4. He said, however, that it was probably due to some slight trouble with her engines.

No Ill Effects

"Commander Towers of the NC-3, Commander Bellinger of the NC-1, and their crews are naturally tired from their journey," said Captain Cluverius, "but they are feeling otherwise very fit. They have suffered no ill effects.

"They tell me that they had a splendid journey. Everything went off according to schedule. They left the Rockaway Naval Air Station at 10 a.m. sharp, New York time, and arrived here at 8 p.m., Halifax time, which would be 7 p.m., New York time, so that they covered the first leg of their transatlantic flight in exactly nine hours."

It was remarked that the NC-3 was the first of the two planes to arrive at Halifax, and Captain Cluverius said, "It was not a race. The NC-3 was in the lead because she carried the senior pilot."

Continuing his account of the trip Captain Cluverius said that the three planes after leaving Rockaway cruised along fairly close to the coast. They followed the south shore of Long Island, passed over Moutauk, thence to the Massachusetts coast, striking from Chatham across the entrance to the Bay of Fundy for the Nova Scotia Coast. The weather had been very favorable up to the time that they left Chatham, but as they made seaward a fresh breeze developed and as they were nearing Nova Scotia they ran into heavy cross winds, which interfered somewhat with their progress.

Had Fuel To Spare

Continuing, Captain Cluverius said: "They first sighted Seal Island off Yarmouth," which was their objective, and from that point on it was comparatively easy going to Halifax. They kept close to the Nova Scotia Coast, so that they would be in no great distress if their engines ran out of fuel. As a matter of fact when they arrived here they had plenty to spare, but this was considered a necessary precaution."

Captain Cluverius said that the crews of the airplanes would remain on board the Baltimore for the night, and that, unless present plans were changed they would leave early tomorrow morning for Trepassey Bay, N.F., a distance of 450 nautical miles. Four American destroyers now in this port were under orders to sail tonight to take up stations along this route at intervals of fifty miles. On board the Baltimore tonight, it was said, that it was not certain whether or not the NC-1 and NC-3 would sail in the morning, if the NC-4 had not arrived by that time.

Commander J. H. Towers, who is in charge of the flight, said that the planes followed the original schedule for the flight from Rockaway, the Naval Air Station, to Halifax.

"What was your average elevation during the flight?" he was asked by the reporter.

"We sailed at various heights," replied the Commander.

"Did you have good weather?"

"Not bad," he replied, and added:

"I really cannot give an interview."

"Do you plan to sail in the morning?"

"Yes," Commander Towers said laconically.

The first report received here that the planes had been sighted on the Nova Scotia coast came from Clark's Harbor, on Cape Sable Island, close to which the NC-1 and the NC-3 passed. The NC-4 was then not in sight. This was at 5 o'clock in the afternoon. The next report came from Lockeport, 50 miles east of Cape Sable Island, at 6:30 p.m. The two planes were then passing that place about two miles off well up in the air and traveling at a good speed. Lockeport reported a stiff northerly breeze, but that this apparently hampered the planes but little. At 6:45 o'clock Liverpool reported the planes off shore seven miles west of that port, and thereafter the machines were sighted at various times at intervening points between Liverpool and Halifax.

Sighted Off Halifax

The NC-1 was first sighted off Halifax Harbor at 7:40 p.m. She was flying high. Two minutes later the NC-3 came into view. She was at very low elevation. Speeding up the harbor, while the NC-1 far above, slowed down, the NC-3 passed the lighthouse and over the United States tug Iroquois to the landing area a short distance south of where the Baltimore was anchored. She swooped down to the surface, striking it at exactly 7:58 p.m. Her propellers whirring, she then skimmed over the water to her mooring in the eastern passage, off the former United States Naval Air Station, taken over by the Canadians. Some slight commotion was occasioned by the fact that a small coasting schooner was beating up the passage as the NC-3 made her landing. The skipper of the sailing craft kept steadily on his way, and to onlookers on the shore it seemed as though a collision were imminent. The big plane, however, suddenly swerved to starboard, making way for the schooner which proceeded on her blundering way.

The contrast between the old time sailing vessel and the plane that has made true the dream of "breakfast in New York and dinner in Halifax" was very sharp. Her way clear the NC-3 headed for her moorings and picked them up at the first shot at 8:03 p.m.

By this time the NC-1 still well aloft, was making for the landing surface. She struck the water at 8:10 p.m. and then proceeded at high speed to her moorings, to which she was tied five minutes later.

The planes were then towed by motor launch to the Baltimore, where they replenished their fuel tanks, each plane taking about 800 gallons of gasoline for the next leg of the flight.

At 11 o'clock both planes were back at their moorings and their crews were sound asleep in comfortable quarters on the Baltimore.

Watch For The NC-4

On the cruiser and the destroyers in port a close watch was kept for any sign of the belated NC-4. Captain Cluverius said that with moonlight, the plane would have no great difficulty in making a safe landing during the night. To seaward the sky was clear and there was no sign of any mist or fog. Captain Cluverius expressed himself as quite confident that the third plane would be along in good time.

"I should say that it was merely slight engine trouble," he said, "and that the NC-4 is simply running more slowly than the other planes." Searchlights, he said, might be used to guide the NC-4 as soon as it was reported that she was nearing the harbor. The cruiser and the destroyers were all brilliantly lighted so that the plane would have no difficulty in locating the landing area.

The official procedure in connection with the arrival of the planes at Halifax was very simple. Commander Towers was conveyed from his plane by a fast motor launch to the Baltimore, where he was received by Captain Cluverius, who shook hands and congratulated him upon his success. Commander Towers then formally reported to the Captain, who in turn immediately sent in his report by wireless to the Navy Department.

Three of the four destroyers in port at 1:15 o'clock tonight put out to sea. These were the 87, 88 and 90. Camperdown reported that one of the destroyers headed east, one west and the third was still proceeding in a southerly direction from the harbor. It is said that two of the destroyers are bound east to take up their positions at the Newfoundland end of the line of flight from Halifax to Trepassey, and that the third, heading west, is bound for the location of the NC 4. It may be that the NC 4 has been forced to make a landing and that she will be towed into Halifax.

Greeting For The Sea Planes

Halifax took a great interest in the arrival of the planes tonight. As soon as the two were sighted there was a tremendous tooting of steamship whistles, horns and sirens. Crowds lined the waterfront and the Citadel Hill was black with spectators. Numerous tugs and motor boats laden with sight-seers went out in the harbor to meet the flyers. Among the craft was the United States naval tug Iroquois, on duty at this port. On board this vessel were Captain Hines, U.S.N., chief American naval officer here, American Consul General Young, Consul Gabousy of France, and Colonel Thompson, officer commanding the military district.

So keen was the interest, that the French Consul offered a prize of 500 cigarettes to the first man who sighted one of the planes. This was won by Quartermaster Richards of the Iroquois, who sighted the NC-1 as she hove in view from the southwest. The United States Sub Chaser 240 was another of the welcoming craft.

The NC-3, flying low, went so close over the sub chaser that the sailors were almost able to identify the men in the plane. Signals were exchanged between the chaser and the plane.

"What kind of a trip," was the message from the 240.

"Good, but some air pockets" was the answer.

The NC-1, when she landed, received just as warm a welcome as the first plane. Steamers whistles tooted again. The fast motor launch which was attached for duty at the moorings assisted in the work of getting the hawsers fast and then transported the crews to the Baltimore. As she passed the Iroquois the aviators were heartily cheered.

On the eastern passage shore were a number of Canadian aviators and mechanics now on duty at the naval air station there. These men were greatly interested in the arrival of the American planes, and commented enthusiastically upon the skilful manner in which they made their landing. "Those boats are a little bit of all right," said an R. A. F. Sergeant, who had seen much service in France. "I'll bet they get there."

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Wilson's Stand On Fiume Offers First Real Test For League

Right Of Small Nations Is At Stake In Dispute Over Adriatic Port Between Orlando And President

Decision Left To People---Refusal Of America To Give Recognition To London Pact Plays A Big Part

By Frank H. Simonds

Paris, April 25.—Notwithstanding the obvious gravity of the situation it produced, the Italian incident was welcomed on many sides in Paris with the general comment that it cleared the atmosphere. It induced a situation which must lead to settlement one way or another on many questions. It involved more than any other thing that has yet come up the test of the whole American position in the peace conference.

It should be added, too, before passing to the examination of the issues that the stand of President Wilson was recognised by all Americans and many Europeans alike as a championship, and a powerful championship, of the rights of small people and it had the approval of those who believed that one of the great purposes of the peace conference is to recognise the rights of these, even when they conflict with the ambitions of the great nations.

Clash Between European And U. S. Ideas Mark Parley

In nothing that has been done since he came to Europe has the President more squarely lined up with what Americans conceive to be American ideals than in this particular incident. In the present article I desire to discuss two things: First, the facts that underlie this particular collision, and, second, the manner in which this collision is illustrative of the collision between European and American ideas which has marked the whole conference.

The break between the Italians and the President grows out of two wholly dissimilar sets of circumstances—the peculiar domestic situation in Italy itself, and the age-long aspirations of the Italian people to revive the glories of Rome and the conquests of Venice on the eastern shores of the Adriatic. The territories immediately affected are the City of Fiume, a relatively small town, with hardly more than 25,000 people, wholly Italian in race and language, but the chief port of the whole northern half of the new Jugo-Slavic state, and only a tiny point in the surrounding sea of Slavic populations.

Giving Away Portland About Same As Fiume

To give Portsmouth, N. H., or Portland, Me., to a foreign country because the population within the immediate city limits of either of those towns belonged to a foreign nationality, while all the hinterland was, as it is, American, would supply a fair illustration. More than this, in the case of Fiume, it is the sea gate and the sole sea gate served by adequate railroads in the whole Jugo-Slavia.

As to Dalmatia, the whole population of this province passes 660,000, of which not more than 30,000 at the most, are Italians. This Italian population is confined to two or three towns, like Zara, Sebenico and Spalato, and they are but little enclaves in an ass of Serb or Croat population, all of which desires not to be Italian, but Jugo-Slavic. On the basis of self-determination, Italy has no claim whatever to Dalmatia, and on the basis of the right of nations to free access to the sea, the second of Mr. Wilson's principals, the Jugo-Slavs have a claim to Fiume.

President Has Refused To Recognise Treaty

Now, the Italian claim to Dalmatia, that is, to the northern half of Dalmatia, which is alone in question, together with the islands, rests upon the agreement made between Italy and England and France at the moment when she entered the war. As the price of her participation, England and France agreed that Italy should have in addition to the Trentino and Trieste about half of Dalmatia, including most of the islands. At the same time, Fiume was expressly reserved as the port of Austria-Hungary, whose dissolution was not then foreseen.

Italy now demands that her Allies shall fulfil their pledge and they have at all time been ready to agree that Italy should now occupy Dalmatia and annex it. But they have insisted that if Italy annexed Dalmatia, Fiume should go to the Jugo-Slavs. President Wilson, on his part, since the United States was not bound by any such agreement as that to which England and France subscribed, insisted that in accordance with his demand for the self-determination of peoples, Dalmatia should go to Jugo-Slavia. He at the same time insisted that Fiume should be elected into some sort of free port and with a guarantee of the league of nations thus permit the Slavs to have access to the sea in a manner analogous to the rights assured to the Poles through Danzig.

The Italians, on their side, have based their claim to Fiume on the question of self-determination in a very narrow area of the town itself, which is Latin.

President Did Not Go Over Delegates' Heads

It is not true, as the Italians allege, that President Wilson brusquely appealed over the heads of the Italian delegation to the Italian people. The fact is that after many weeks of discussion it had become perfectly apparent that no accommodation of difference of opinion was possible, short of the absolute sacrifice of the Slav rights to Italian claims. This was a fact because of the peculiar domestic situation in Italy itself.

This situation dates back to the entrance of Italy into the war. Italian participation was opposed by Italy's dominant political leader, Giolitti, who was an ardent sympathiser with the Central Powers. A wave of Italian emotion swept Giolitti aside and Orlando, Salandra and Sonnino took Italy into the war, obtaining for Italy British and French promises in the Adriatic.

But Giolitti bided his time and personally attacked his opponents, not because they entered the war, but because they failed to obtain Anglo-French consent to the annexation of Fiume; and it is a matter of political life and death for Orlando and his ministry if they are to escape from Giolitti's attack to gain Fiume.

Orlando Will Fall If He Losses Fiume

If they fail, they fall. If they succeed they will endure. Thus the real question which could not be accommodated by any compromise at Paris was the question of domestic rather than international politics.

It was with this in mind that President Wilson appealed to the Italian people. He assumed the responsibility which might otherwise have devolved upon Orlando and Sonnino for balking Italian ambitions. If the Italian people should accept his statement the way would be open for Orlando. On the other hand, if the Italian people should follow Orlando in demanding Fiume, Mr. Wilson's gesture would prove abortive. The President believed, following his trip to Italy, that the Italian people were in sympathy with his ideas of peace and not with any imperialistic or annexationist policies.

We have, then, a very fair test in which, as I have said before, the President stands squarely for the rights of the small nation against the large nation and for justice as contrasted with force.

Victory For President Would Bolster League

If the President's method prevails the waning fortunes of the league of nations will take on new vitality. It will, to a certain degree, have demonstrated the enormous influence of moral as contrasted with miliary force in he world, for this is precisely the sort of question, of which the Fiume dispute is an example, which must in the future provide tasks for the league of nations. To all practical purposes the solution the President has now sought, the solution of publishing to the people of the country most affected a statement of a neutral and impartial view, of the issues involved, is the methods which the league of nations, when constituted, will undertake.

Now, if Italy, if the Italian people, accept the President and reject their own statesmen, if they agree to abandon Dalmatia and consent to the erection of a free port in Fiume, Mr. Wilson and his associates will have achieved a shining victory, not merely for immediate justice in the case of Jugo-Slavia, but for the whole cause of the league of nations in the world.

On the other hand, if the Italian people rally to their leaders instead of to the President, if they refuse to accept the advice of the President to surrender Dalmatia and Fiume, then not only will the President have suffered a reverse in honorable battle for the rights of small peoples, in accordance with his fourteen points, but the cause of the league of nations itself will have suffered a disastrous reverse, since it will be demonstrated how weak, after all, moral force is in the presence of national ambition and patriotic emotion.

Nor will the consequences end here, for if Italy now succeeds not primarily in obtaining the sanction of the world to possession of what she covets, but if she succeeds in retaining possession, since she now holds Fiume and the Dalmatian coast, reaction in France and elsewhere on the Continent will be immediate and profound.

For example, nothing is more likely than that the French legislature, perceiving that Italy has had her way in matters of less vital importance to her than certain disputed questions were to France, will reject the present treaty of peace as inimical to French interests.

Poles Would Demand More Concessions, Too

Again, if Italy is permitted as a consequence of the present fight to hold permanently Dalmatia and Fiume without international restrictions, or the league of nations conditions, the whole French nation is likely to feel that its possession of the Saar coal region should not be subjected to all the limitations of war-breeding conditions which have been imposed. Even more emphatic will be the outburst in Poland, and the Polish people will demand for themselves that possession of Danzig, which is a matter of life and death to them, on terms under which Italy has obtained and holds possession of Fiume and of Dalmatia, which are, after all, relatively minor circumstances in Italian geography, military or economic.

We have had in the last five months shock after shock between Mr. Wilson's conceptions of peace under the league of nations and the European conception of peace, based upon historical traditions and geographical conditions. The result so far has been a series of compromises, each one of which has created a situation which could survive permanently provided only that all the world accepted with equal good faith the doctrine of the league of nations covenant for the future.

President Had Many Clashes On Annexations

Of these compromises, the first was the mandatory system with respect of the German colonies. These German colonies were certain to fall to Great Britain as the sole reward for her efforts and the single security for her against new German attack and intrigues in her colonies and the German submarine menace along her ocean highways. To Mr. Wilson's rooted objection to annexation there were opposed British interests of vital character. The compromise was the mandatory system, which gave Great Britain actual possession of most of the German colonies, all of which she claimed, subject to the title resting in the league of nations, under the duty of an annual report.

In the case of France, her claim for compensation for the destruction of the coal region of the north was made by the bestowal upon France of the title to the coal lands of the Saar and the occupation of territory under the most intricate and complicated restrictions, which, in fact, made the French possession turn upon the vicinity of the league of nations.

France Got Guarantee Of Help If Attacked

Similar compromises have been made all over Europe, and each one of them is entirely contingent upon the power behind the league of nations. The English could accept the mandatory compromise, which, in fact, they invented, because they had the German navy in their possession, and the German sea power for long years has become a thing of the past. The French could not accept the Saar coal compromise and other restrictions on their security to the north without some guarantee which should hold if the league of nations failed. In fact, French acceptance of the league of nations and all other compromises was made contingent upon the guarantee by Great Britain and the United States that in case of German attack they would come to French aid.

We have now in the case of Italy the third stage. Italy has been unable to find a method like the mandatory system which enabled Great Britain to accommodate her purposes to President Wilson's principles. Guarantee against attack such as France has asked for was of no interest to her, since she feared no attack. As a consequence, Italy has come squarely out in the open and challenged the President, relying upon her agreements with her allies as to Dalmatia and upon one of Mr. Wilson's fourteen points for the acquisition of Fiume.

President Did Only Thing He Could In Fiume Case

The greatest difficulty one has in reporting the European situation to Americans lies in the fact that the league of nations has become a political question in America; that the President's success or failure in Europe, which is contingent upon the success or failure of the league of nations, will be made the basis for political campaigning hereafter at home. Therefore, each respective comment is examined for its political intent and content. Yet it is no less necessary for a correspondent on the spot to present the situation as it exists and as he sees it. In this particular Italian controversy I think right-minded men all over Europe agree with the position taken and the principles expressed by the President. They feel that in championing the Southern Slavs the President has nobly expressed the American idea and the American ideal and that, whatever the consequences of his gesture, he could have done no other thing without compromising his essential principles.

League Of Nations Has Hourly Lost Ground

But on the other hand, it is no less essential to make clear the fact that in the last four months the idea of the league of nations has daily and hourly lost ground in Europe; that there is an ever growing feeling that it represents an idealistic rather than a practical solution of European problems. There has been concomitantly reaction and irritation against the American domination in European settlements, and this is expressing itself quite as patently in the French demand for a guarantee of military insurance against the failure of moral force, as expressed in the league of nations, as in the Italian open challenge, which has produced the sharpest crisis in all the long history of peace negotiations.

I think the truth that is coming home to most Americans in Europe now is that, after all, it is impossible to impose American conceptions of European affairs upon Europe or permanently to persuade Europe that American faiths and idealistic solutions, which grow, in part at least, out of American isolation from European problems, can prevail. The growing sense of difference of point of view on all essential questions between the American and the European is one of the most striking circumstances of recent days in the peace conference.

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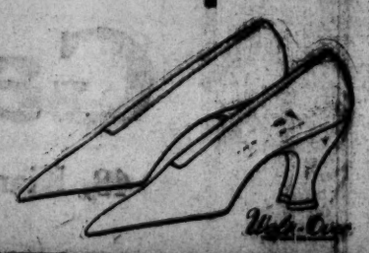

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Chinese Ideas Of Medicine

Their Superstitions And Their Prejudice Against Western Methods

BY ROVER

(*Written for* THE CHINA PRESS)

The mass of the Chinese people are conservative to a degree inexplicable in the way they cling so desperately to their old traditions and customs. It is almost as difficult to shift them from their settled grooves as to pry a limpet from a rock. Volumes could be written to explain these peculiar cherished prejudices which penetrate into all spheres of life and daily custom. But in the present article the writer will only endeavor to give a brief description of the Chinese attitude towards medicine and surgery, both their own native practice and the imported scientific western kind.

The Chinese have the most peculiar ideas as to anatomy. In fact the hidden parts of the human machinery were a terra incognita to them. They had practically no opportunities of satisfying themselves as to how the wheels went round, as the surgeons had no opportunity to improve their knowledge by investigation or by post-mortem examinations. For instance, if you except those who have had a foreign or semi-foreign education, the great majority of the Chinese people have passed through all these countless centuries without locating the real position of the heart. Also they consider that the force which controls the limbs comes from the stomach, not from the brain.

Although China is so rich in all kinds of drugs and the basic materials for the production of medicines, the Chinese surgeons have only a very crude pharmacopoeia and do not know how to apply the drugs to the best advantage. In this they resemble the old country house wives of our homelands who were in the habit of staking their entire faith on prescriptions which had been handed down as family heirlooms. Everything was done according to rule. Certain prescriptions were applied to certain ailments. In case of complications the medico used to make most daring experiments and trust to luck as to the result. In China it is a common joke if you ask the cause of a certain man's death, that in nine cases out of ten you are told he died from taking the wrong medicine. Then again there are many fixed and fast rules which are devotedly clung to by the sick of China. That is that certain diseases are hot, and others are cold, and certain drugs are also hot and others likewise cold. Nothing would be more disasterous than for a Chinese practitioner to prescribe a cold medicine for a hot disease, or vice versa.

In China there is no official control of the medical faternity. In fact I should not be going too far in saying that China does not possess a recognised profession of doctors. Any man who can read and has sufficient audacity and local repute as a scholar can fall on medicine as a last resource to augment his income. There is no such thing as medical etiquette.

In case of the illness of a loved member in a family, it is not unusual for every aspirant for medical celebrity within a radius of five miles to be summoned to prescribe. These surgeons or medical men are naturally competitors and are at daggers drawn. It is considered *infra dig* for any doctor to prescribe anything like what has been prescribed by his competitors. On the arrival of the doctor all the prescriptions of the others are handed to him for perusal. He reads them in a cynical way, and tears the reputations of his competitors into shreds, after which he assumes a wise air and writes something which will have exactly the opposite effect on the patient. The condition of the patient's stomach with all these medicines fighting a world war in his intestines can be imagined. The usual result is that if the patient is not possessed of a stamina of iron able to resist what would kill a regiment of white men he gives up the struggle and quietly dies and ends the matter. But if Dame Nature comes to the rescue, and the patient eventually pulls through it is always the last physician and the last prescription which gets all the kudos.

The Chinese use the most peculiar ingredients in their medicines. Provided the purse of the patient can stand it, the most weird things are ordered. For instance portions of the tigers anatomy, dried into a powder, are administered to give vigor to a patient in danger of collapse. The urine of infants is commonly prescribed to stop internal hemorrhage. Sharks's fin soup, birds' nests, and deer's horns powdered are invariably prescribed to give strength and vigor to the aged and infirm.

The Chinese dentists in pulling out a tooth usually use arsenic to loosen the molar from the gum and such a noise is kept up that the patient is hypnotised into declaring that the extraction is painless.

Child-birth is a thing entirely outside the province of the Chinese doctor. Midwifery is entirely in the hands of a set of old women who regard a painless delivery as something abnormal. The poor woman has a terrible time. She is not allowed to lie down or rest, but is kept continually on the go, walking round and round the room until the auspicious time. When delivery is due she is seated on a kind of tub into which the baby is born. If a census was made of the percentage of women who sacrifice their lives owing to this primitive way of conducting confinements, the result would appall mankind.

The Chinese who reside near the places where westerners have established hospitals are not slow in availing themselves of the hygienic benefits and scientific treatment to be gained therein. That is, if they can overcome the prejudiced superstition which tries in every way to close these portals to the afflicted.

No words of mine can give sufficient praise, gained from actual observation, of the blessings these hospitals and self sacrificing doctors and nurses convey to the suffering with whom they deal. But alas! their scope is so limited. They can only touch the very fringes of this teeming population. Difficulties of communication; inbred superstition and the libels which are fostered by the anti-foreign portions of Chinese society all tend to build walls of stone between the suffering and the only means of alleviation.

The medical salvation of China must come from within and not from without. No nation could foot the bill to provide sufficient doctors and hospitals to cope with this uncountable phalanx of suffering and tortured humanity. The Chinese are so economical in their living that the fees could not support a western trained practitioner. I consider that the only solution of this great question is that instead of wasting years in equipping a limited number of Chinese medical students to be full fledged doctors it would be advisable that China should recognise the Chinese medical profession as a national necessity. It would be possible to draw a line and while retaining what is best of the Chinese drugs and conforming as far as possible to the Chinese prejudices, the village medico could be brought into line and have an opportunity of an abbreviated course in anatomy and materia medica at government expense so that they could go out in the field and reach the masses in a wholesale and economical way which foreigners can never do.

Shanghai College Notes

Graduating exercises of a semi-formal character were held in the chapel on Monday, June 9. The following graduates of the College received their Bachelor of Arts degrees:

Chen Gih-hen, Dju Boh-tsuen, Ling Tien-gi, Dai Gwan-ih, Fu Shung-yung, Siao Yuen-en, Djen Shi-chah and Giang Shen.

These graduates have all secured positions except two. One of these will return to the College next year to do graduate work in chemistry, and the other will go to America to study Banking.

The following students graduated from the Seminary, and received their diplomas:

Wang Ning-djung, Li Si-kai, Lo Hwa-ning and Wu Chi-tsai.

The Academy graduates were as follows:

Bien Shu-kwen, Djou Bing-gwoh, Gao Hwei-shung, Hsing Hsien-tao, Su Tsan-sing, Su Djen-dung, Chen Er-djih, Dju Fuh-kang, Ging Tung-dien, Hwang Nai-ling, Wang Chen-gao, Den Dja-bing, Feng Wen Tsao, Ging Wu-djou, Muh Shou-djen and Yen En-dzo.

The majority of this class will enter College this coming fall.

At the farewell chapel service on June 2, President White made announcements as follows: Dr. Huntley, Prof. Kulp, Assistant-Professors Ni and Miao are leaving the staff and will sail for America within the next few weeks. The staff will be augmented by the return of Professor Bromley from the United States and Professor Hanson from Kinhwa. Two new teachers, Prof. R. B. Kennard (Physics) and Prof. C. C. Chen (Biology) will arrive from America by September first.

Plans are being pushed forward on the science building and it is expected that the building will be begun next year.

The walls of the new dormitory, Evanston Hall, are practically finished and it will be ready for occupancy on September 10. This dormitory will be occupied exclusively by students in the Middle School and will accommodate 160 men.

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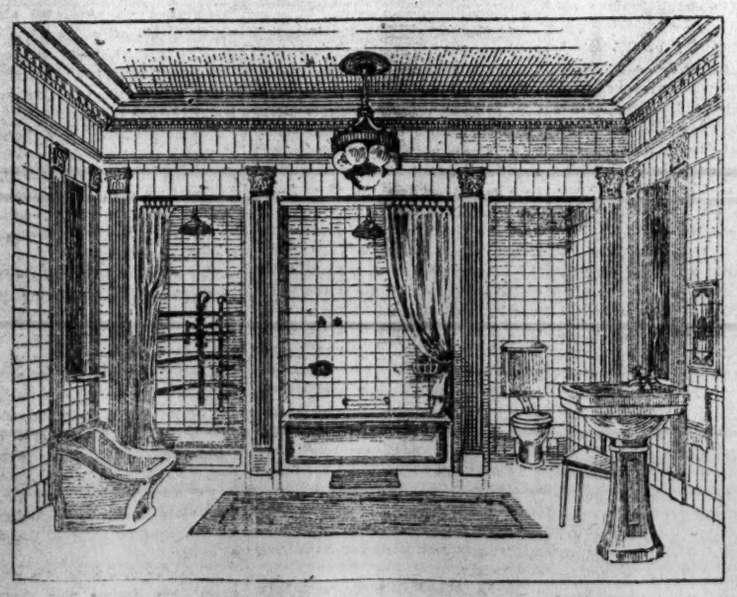

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Today's Church Services

Holy Trinity Cathedral.—Trinity Sunday. (Festival of the Title). 8 a.m., Holy Communion. 9:30 a.m., Children's Service. 10:30 a.m., Sung Eucharist; Introit "I am Alpha and Omega," (Stainer); Hymns 160, 321, 322, 167. Preacher: The Dean. 9 p.m., Hymn Recital; Hymns 167, 161, 166, 175, 281.

St. Andrew's Church, Broadway.—10:30 a.m., Mattins and Holy Communion. Preacher: Rev. C. J. F. Symons, M.A.

Union Church.—11 a.m. Preacher: Rev. C. E. Darwent, M.A.; Subject, "The Christian position;" Chant 36; Anthem "What are these?" (Stainer); Hymns 30, 163, 360. 6 p.m. Preacher: Rev. C. E. Darwent, M.A.; Subject: "The breadth of Christianity;" Chant 49; Hymns 56, 568, 296, 699.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). Today's services in the above will be conducted as follows: Morning at 11 a.m., by Rev. Milton T. Stauffer, B.A., B.D.; Subject: "The Fullness of Grace." Evening at 6 p.m., by Rev. A. P. Parker, D.D.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Service 11 a.m., Subject: "God the Preserver of Man." Sunday School 10 a.m., Wednesday Evening Service 6 p.m., Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

St. Joseph's Church.—Masses at 7, 8, 9:15 and 11 a.m. At 11 a.m. High mass; Sermon in French. At 5 p.m. Bendiction of the Blessed Sacrement. Masses on week-days 7, 8 a.m.

St. John's Pro-Cathedral Jessfield.—Evening Prayer in English at six o'clock. Preacher: The Rev. S. W. Nichols, M.A.

American Song Service.—Palace Hotel, 5 p.m. The Rev. A. L. Warnshuis will deliver Baccalaureate Sermon to graduating class of Shanghi American School. Special program.

The Peace Treaty

(*New York Times*)

AGAINST the German peril the world is made safe by the terms of the treaty handed to the representatives of that vanquished and humbled Power at Paris yesterday. That is the all-important part of the instrument. The clauses which inhibit the military power of Germany will be scanned first of all and with deepest interest, for in every land the people are most concerned to know that, as Mr. Wilson put it, this agony shall not be gone through with again. For that the war was fought. The safeguards are ample, the bonds which the treaty puts upon Germany leave her without power to harm her neighbors.

In the first place, she loses her navy, and that in itself is a vital guarantee of good behavior, for though she had millions of men in the field her coasts would be open to invasion by Powers whose full command of the sea she would be in no position to question. But Germany is not permitted to maintain an army. While her navy is reduced to six battleships, six light cruisers, and twelve torpedo boats and no submarines—the world will note with deep satisfaction that time does bring its revenges, since it was upon the anniversary of the murderous attack upon the Lusitania that the Germans had to learn of this sharp limitation of their power—the army is restricted to 100,000 men. This only slightly exceeds the strength of our regular army at the beginning of the war, and we never professed or desired to be a military nation. Conscription is abolished, the manufacture of arms and munitions, except as specifically permitted, will cease; all fortified works within a zone fifty kilometers broad, east of the Rhine, are to be dismantled within a few months and the building of new forts is prohibited. Germany can have no dirigibles and not over one hundred unarmed seaplanes, to be employed in searching for submarine mines. An Inter-Allied Commission with headquarters at the German seat of Government and paid by Germany will see to it that these terms are enforced. Violation of the conditions imposed will be treated as an act of war. With Germany thus shorn of the power of offense that made her the greatest source of danger to the world's peace, France is safe, all the nations are safe.

Germany forfeits much territory, the spoil of former wars and forays. Most important of all, Alsace and Lorraine are returned to France under conditions which force Germany to admit the crime of seizing them. She yields much to Poland and there are small cessions to Belgium. Because of her destruction of French coal mines, she must give up the Saar Valley to France with the right to work the mines; and ancient French dominion over this territory is recognised by the provision made for a plebiscite after fifteen years to determine whether the populations prefer a continuance of commission government under the League of Nations, union with France, or union with Germay. Her colonies, near and remote, those outposts of her trade and military power which she established at such cost and governed with such brutality, Germany surrenders altogether. Many of them are committed into the keeping of the League of Nations for later determination. Her rights in the Shantung Province of China, including railroads, mines, and all German property, she cedes to Japan. By assurances not included in the treaty Japan promises to restore the province to China.

The eighth section of the treaty will long engage the attention of men who hold to the wholesome belief that sin unatoned for is of bad example. The atonement exacted by the treaty is heavy to a degree that would have transcended all German powers of imagination five years ago. Germany acknowledges that she is responsible for all the loss and damage inflicted upon the Allied and Associated Governments and their nationals; and she engages to make reparation by money payments for all damages caused to civilians under seven categories embracing acts of war and acts contrary to the laws of war. She must pay within two years twenty billion marks in gold, goods, ships, or other specified terms of payment. Her total obligation is to be determined by a Committee of Inquiry and made known to her not later than May 1, 1921. The committee will require her acknowledgment of this debt to issue gold bonds to the amount of twenty billion marks, payable not later than May 1, 1921 and forty billion marks between 1921 and 1926 with interest at 5 percent; with an undertaking to deliver gold bonds to the amount of forty billion marks under further terms to be fixed by the committee. While it is intimated that the grand total of damages assessed may exceed her ability to pay, the sums demanded, whatever they may be, will become a charge upon all her revenues with priority over the service or payment of any domestic loan. Some small part of Germany's pre-war debt will be assumed by the Governments to which she cedes territory. Alsace and Lorraine are an exception to this rule; France takes over no part of the German debt, since Germany treated her in that way when she seized upon these provinces in 1871.

Germany's admission that the war was a crime and that she bears the responsibility for it, is made complete by the assent to the purpose of the Allied Powers to put William Hohenzollern on trial, not under criminal law, but "for a supreme offense" against international morality and the sancitity of treaties." The surrender of the ex-Emperor will be "requested" of Holland and a tribunal made up of one judge from each of the five great Powers will try him. Moreover, Germany must hand over for trial by military tribunal "persons accused of committing acts in violation of the laws and customs of war." For many years to come the hunting down and trial of these criminals will have the world's attention.

It is a terrible punishment the German people and their mad rulers have brought upon themselves. Not only is their military power to be destroyed, but the military spirit will be crushed out of them by the stern but necessary conditions the nations impose. How great will be their moral and spiritual suffering we cannot know, for the world has its doubts about the German conscience. The material hurt they have inflicted upon themselves may more accurately be measured. They were becoming one of the world's greatest commercial nations, their trade was rapidly expanding, they had established commercial strongholds the world over, and their merchant fleets were giving England cause for deep concern. Now they are cribbed within their own frontiers, their ships have gone; their foreign trade has vanished and they are condemned to half a century of unremitting toil to repay the loss they have caused and repair the ruin they have wrought. Can Germany live under these conditions? All the world can see that they are terribly sever. But the world knows, too, that they are just. They may seem even lenient compared with the terms a victorious Germany would have imposed upon an enslaved world. The punishment Germany must endure for centuries will be one of the greatest deterrents to the war spirit. With that example confronting nations that may still look upon war as the path to national greatness and glory, and with the League of Nations established and organised for its work, the peace of the world will be well assured.

The American Stage Then And Now Is It Worse Than Old Days?

By Louis V. De Foe

(*New York World*)

THE retired celebrities of the theater of other days, whose interesting comparisons of the quality of plays and acting in their own time and the present have been published in a series of interviews in the New York World, have differed so radically in their views that it would be unsafe to attempt to draw definite conclusions from their accumulated testimony. Three, representative of differing branches of the players' art, contended that the stage in all its departments has declined from the standard of the past, and gave reasons to support their judgment. Three others, who were equally prominent in the heyday of their careers, were emphatic in their praise of plays and the quality of their performances in the present time.

To break this even division of opinion David Belasco was called into the symposium. His practical knowledge of our theater, both in the past and present, must be conceded. He was of the conviction that while play-writing and all the material aids to dramatic production have brought the stage closer to nature and truth, the interpretative art of the actor has, in the light of his own experience, greatly deteriorated from its former quality.

It is possible that those who disparage what the stage is now offering to the public make the common mistake of comparing the average of its present accomplishment with the best of the past. By such a false basis of judgment the theater must always be on the headlong decline which Colley Cibber, one of the first of its critics to put himself on record, deplored at a time when Shakespeare's death was an event of fairly recent history. If the same contention of his successors through nearly three centuries were sound, the theater and everything that pertains to it must long since have been consigned to the abyss.

But, however opinions may differ as to the quality of our present day plays, the argument that actors are not now as well equipped as they once were seems too true to admit of dispute. The amount of original talent in the profession at present must surely be as great as at any previous time. Personality and individuality, on which our Broadway managers place so much importance, were no less essential factors in the success of the actors of the past. Yet, as Mr. Belasco has pointed out, personality can be either trained or destroyed, and it is the entire absence of such a school for developing talent as the stock companies once supplied that is responsible for our present players' lack of professional skill.

How narrow are the limitations of the young people of the stage at this time only those whose duty it is to observe all the plays of a season can fully appreciate. Every year brings its examples of promising accomplishment among these potentially talented youthful players. But, having done a certain character well, they fail to progress. The art of elocution is unknown to them. The spontaneity of manner, which for a time is so attractive, gradually changes to fixed and stilted mannerisms. The bottom of their limited bag of tricks is soon reached and they are left without further resources.

Such talent would be developed, not stifled, if, under the educational advantages which the stock companies once afforded, young actors were forced to appear frequently in characters that demanded a change in their manner or in their intrpretative expedients. They would be encouraged to study the essentials of their art if they were kept in surroundings that required them to meet a definite standard of proficiency.

For this changed system in the theater, which has been deplored by some of the celebrities who expressed themselves in interviews, the actors are not altogether to blame. The stock company, with its frequent renewals of bill, is not now encouraged by the public, which is insistent upon long runs of popular plays. Grace George made an ambitious effort at the Playhouse three years ago to restore the old repertoire policy and failed. Similar attempts by other players have met with the same discouragement. Disparaging critics of the contemporaneous stage do not reflect that the changed attitude and tastes of the theater public are partly responsible for the prevailing conditions behind the footlights. Unfortunately, whenever an independent movement in the theater is undertaken to restore the old order, or at least to relieve the theater of commercial restrictions, it usually results in faddish plays and productions which even the theater's intelligent public does not care to see.

* * *

The claim that the dramas now being written are inferior to the plays of an earlier period is open to much grater doubt than the question of the superiorit of the old school of acting. Our busy authors cannot boast the literary proficiency of their predecessors of an earlier era in the English theater. But with the aid of the vastly improved mechanical appliances of the stage they contrive to write plays that are much closer and truer to the life they seek to reflect. One needs only compare the best of the plays of the eighties and early nineties with the best products of our skilled contemporary writers to discover to what extent the drama in the last quarter of a century has broken away from the shackles of artificial conventions. Nothing in the world of art has aged so fast as the plays that once were the delight of our grandparents and their progenitors.

But it is only by comparing the best works of the earlier writers with the best of our contemporaneous authors that a conclusion favorable to the latter can be reached. A voracious demand for entertainment of whatever kind, and a relaxed discrimination as to its quality, has resulted in the present absurd oversupply of theaters. Hungary stages yawn on every side. Any petext for keeping their curtains up is acceptable to their managers. As a result two score or mere manuscripts, which under normal conditions would get no further than the rubbish heap, receive a hearing during every season in New York.

The illiteracy and calculated vulgarity of many of thes effusions are beneath contempt. This season, due to the unprecedented number of visitors to the metropolis, the number of futile experiments in a difficult field of literary endeavor, for which their writers have not the slightest knowledge or experience, has been unusually large. What a low standard of merit some of the business men who profess to be producers set for the stage is best understood by the professional reviewers who have been compelled to sit in contemplation of these misdirected efforts. Most of these so-called plays are unrelieved by so much as a single fresh idea or an inspiring thought.

Yet mixed with the debris have probably been presented an average number of plays of substantial merit. If there have been fewer works of distinguished quality than usual this year, there have also been more than the ordinary number of plays of appealing interest and skilful technical workmanship which have come legitimately by the great popularity they have enjoyed. "Lightnin'," "Three Faces East," "Daddies," "The Big Chance," "Under Orders," "Friendly Enemies," "East Is West," "Dark Rosaleen"—these and many more are not distinguished in any way, but they afford much excellent and harmless entertainment.

Again, those who are inclined to regard severely the work of our dramatists make the mistake of judging the average of the present by the elect of the past. They do not reflect that in company with the few survivors of previous eras in the theater came a vast assortment of other plays that went to quick and merciful oblivion.

It has ever been the tendency of critics of the theater to regard as its golden age the era that has gone just before. The eighteenth century, which gave to English dramatic literature its finest specimens of our classical comedy of manners, is commonly judged to have been especially golden. But when the Rev. John Genest compiled his "Account of the English Stage from 1660 to 1830," he made it possible for the late W. S. Gilbert to give a brighter aspect to the familiar legend of the stage's fall from grace. Gillbert found from Genest's authoritative work in ten volumes that, during the period between 1700 and 1830 there were produced in English more than 4,000 plays of all kinds. By a process of careful elimination he came to this conclusion which he published in a critical essay.

"Three thousand, nine hundred and fifty are absolutely unknown, except by name, to any but professional students of English dramatic literature. Of the remaining 50, only 35 are ever presented on the English stage at the present day; of these 35, only 17 are works of acknowledged literary merit, and of these 17 only 11 can claim to rank as standard works."

In a subsequent essay Prof. Brander Matthews, on the basis of Gilbert's deductions, put the case of the drama's golden age in another and equally interesting light.

"During the 130 years," he wrote, "when the drama in England, if not at its best, was at least the center of literary interest and more important and more profitable than any department of literature, only once in more than ten years on an average was a play produced which by some union of popular attributes with literary quality has managed to survive to the present day."

So it would seem that, despite the cheerless nights on Broadway in this and recent seasons, some hope is still left for the drama. Even if the year now ending has not made its contribution to permanent dramatic literature, our dramatists have nine more years to make good the deficiency and keep up with the average.

Greatest Men Had Elderly Fathers

Casper L. Redfield of Chicago continues vigorously pounding the biologists, and especially the eugenists, for what he calls their "faking," in that they close their eyes to the enormous mass of facts he has hurled at them, or that they base what they call a reply on some utterly irrelevant evidence.

Mr. Redfield's contention is that a man can transmit to his children only what he himself possesses, consequently the younger children of great men are much more likely to attain eminence than are those born before their fathers were old enough to have acquired unusual learning or wisdom. In a recent article in the North American Journal of Homeopathy he analyzes the heredity of some great men to prove that such is the case.

Benjamin Franklin, who was one of the greatest intellects of the world, was born when his father was fifty-one; the father was born when the grandfather was fifty-seven; the grandfather was born when the great-grandfather was in the neighborhood of seventy. Franklin tells us he was "the youngest son of the youngest son for five generations back." And his mother was born when her father was fifty.

George Washington was born when his father was thirty-eight, and his mother was born when her father was about sixty.

Henry Ward Beecher was born when his father, Lyman Beecher, was thirty-eight. Lyman Beecher was born when his father, David Beecher, was more than thirty-five. Five generations of Beechers cover 193 years, or nearly thirty-nine years to a generation.

John James Audubon, America's greatest naturalist, was born when his father, a famous French Admiral, was fifty-seven, and the Admiral was a twentieth son.

Philip of Macedon was only twenty-six when his son, Alexander the Great, was born. But Philip was a greater man than Alexander, and was born when his father, Amyntas II., was sixty-three. Amyntas was born ninety years after the birth of his grandfather, Alexander I. Including the twenty-six for Alexander the Great, the average is nearly forty-five for four generations.

Augustus Caesar was born in 63 B. C. His great-grandfather fought in the battle of Cannae in 216 B. C. So the least we can figure gives an average of fifty-seven years from birth of father to birth of son for three generations in succession.

The average for seven generations in the male line of Marcus Claudius Marcellus is over forty years.

Fanny Kemble was born when her father, Charles Kemble, was thirty-six, and Adelaide Kemble when he was forty-five, Charles was the eleventh son of Roger Kemble who was fifty-four when Charles was born.

John Wesley was born when the Rev. Samuel, his father, was forty, and Charles Wesley when the father was forty-three. Their mother was the twenty-fifth child of Dr. Samuel Annesley.

Alexander von Humboldt was born when his father was forty-nine, Cuvier when his father was fifty, Alfred Russel Wallace when his father was fifty-two, Confucius when his father was seventy-one.

These are but a few illustrations out of many. If birth-control had been practised in these families most of the famous men and women mentioned would never have existed.

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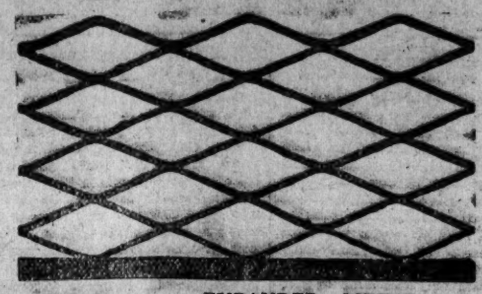

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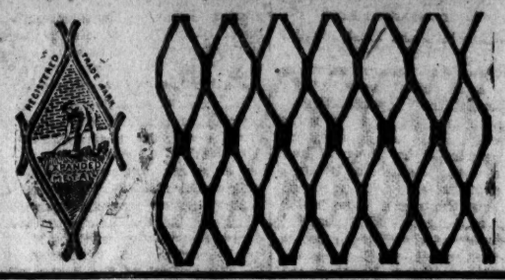

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OVER HERE! By Callahan

POP TRIED TO SHOW MOM HOW TO COOK FRENCH FRIED POTATOES, HIS FRENCH WAS GOOD BUT HIS FRYING WAS DIFFERENT.
HE JUST GOT A GREASE BURN, BUT HE REFUSES TO YELL.
I THINK YOU R FRENCH FRIES ARE IN DUTCH.
I COULD ROAST 'EM IN A FIRE BETTER'N THAT.
I KNOW THEY'LL ALL BE BURNT.
C.J.
WHY DID YOU TOUCH THE GREASE?
HE DIDN'T "GREASEBALL." THE GREASE TORCHED HIM. BROWN DERBY.
BLUBBER.
HE CAN EAT 'EM BETTER THAN HE CAN COOK 'EM.
HON WILL NEVER HAVE TO TEACH DEARIE TO COOK. SHE'S BOUGHT A COOK BOOK. GOOD BYE HON!
HE HAS A SMALL FRY DOME.
THE KID HAS NO PREFERENCE IN POTATOES- BUT BOILED SPUDS MAKE THE BEST MISSILES WITH WHICH TO SOAK VIOLA THE CAT
FOR NOT DUCKING THAT GREASE, POPS GOOSE IS COOKED.
"COMEDIAN"
WHEN DO I LAUGH ?
HATTIE ISN'T WILD ABOUT FRENCH FRIES- BUT- FRENCH HATS- WELL!
HOW MANY SPATTERS IN A PAN OF FRYING GREASE?
DON'T BOTHER A CHEF WHEN HE'S FRYING POTATOES, YOU MAY GET PANNED.
FROM EDNA PETERSON
OL' JOHN DON'T
Callahan.

Love, Home and Table Topics By Clever Writers — Daily Home Magazine Page — A Good Page to Read in the Leisure Hour

Musical Matters

By R. B. Hurry, Mus. Bac.

Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

Mr. Percy Scholes, Mus. B., the well known musical educationalist, has sent a letter to all members of the Union of Graduates in music. The letter, an urgent request for gifts of books upon musical subjects, is on behalf of the large number of musical men in the armies of occupation "who wish to take up more or less serious study in their now abundant leisure." Graduates of music are asked to conduct a "round-up" amongst friends and pupils of all musical material. Mr. Scholes adds: "Nothing upon your shelves need be thought too simple or two advanced."

Many who were progessional musicians before the war have doubtless volunteerd to remain in the army. The prospect of returning to their duties and beginning all over again cannot be inviting to many of them. Mr. Scholes says that besides these there are a great many who are taking up the study of music in the Rhine country and work in the various music centers is a great opportunity. The center in Cologue is the model upon which others will be framed.

The Y.M.C.A. building there consits of the complete premises of an enormous place of amusement "which has been commandeered for us." There are two very large concert halls, fully equipped with stage and accessories and a very fine library in the capable hands of Mr. E. W. Hornung, the well known novelist. "Best of all," says the writer, "is a fine small concert hall called the Loreley Hall, which has been definitely put aside for serious musical work, and a number of small rooms for music teaching."

The Loreley Hall and its small adjoining rooms have been given the title of the "Cologue Music Corner." The president of this is Sir Edward Elgar, and an important feature is the Elgar Music Library—already equipped with a large stock of instrumental and vocal music of every kind. A small bar room which had shelves running all round it proved to be just the thing for the purpose. From a description of the other equipment of musical papers and reading material, it appears to be together a charming little music club.

In the Loreley Hall itself, there is of course a piano, and the following instruments are already available for use by any of the soldiers who wish to practise; violin, 'cello, flute, piccolo, oboe, clarinet, cornet, mandolin, guitar, banjo, bagpipes, and equipment for Haydn's Toy Symphony. Two competent musicians have been sent out to lecture, teach and organise orchestras and male choirs among the men.

One lecturer who had appeared some hundreds of times in University Extension and other lectures in England and America, remarked after a visit to the Cologue Lectures; "I may frankly say that I have never experienced such rapid questioning or heard such active discussion as that which took place at the close of these lectures."

Altogether there will be eight such centers in active operation. The names of those in charge of the work show that a really fine piece of musical education is in progress. The writer of this article is sending a parcel of books and music, and will be glad to include any that are no longer of service to any of his readers. Text books, biographies, histories, etc., and any mus c received will be sent to Mr. Percy Scholes for use at the center selected by him.

Strength Of The Weak An Inbred Trait

By Winifred Black

I have just read a very interesting article in one of the daily papers. It is about women—as so many interesting articles seem to be.

This one says that the reason women are so much cooler than men in the Summer and so much warmer than men in the Winter—no matter how they dress or who they are, or how much they weigh—is because they have more endurance than men in every way.

"They bear pain better," says the writer. "They can eat when they aren't hungry, drink when they are not thirsty, go without food when they are nearly famished and sit and smile like seraphs when they're really bored to death."

All these things are true, and in them I agree absolutely with the writer of the article.

Any dentist will tell you that he would rather fill teeth for ten women than for one man. Any surgeon in any operating room in any hospital will tell you the same story.

Women can go longer with less sleep and less food and show less trouble over it than men. They wear little thin clothes and low shoes and silk stockings out into the January gales and go home without a sneeze, while the men who are with them are muffled up in overcoats to the very chin.

In the Summer, when all the men snatch off their coats and have to wear at least three fresh collars a day, the women of the family take their Summer furs out of storage and go downtown with them and look perfectly cool and comfortable while they're doing it.

Even a blind man can tell you that these things are true.

What is the answer to the riddle?

I think it is very simple.

Women are not stronger than men and they are not less sensitive than men. They have just learned to control themselves better—that is all. To a woman, her mind comes first and her body afterward. To a man, his body is the ruler of the partnership.

From the very cradle to the grave women are taught to do things they hate and look pleasant about it, and men are taught to do what they please and look cross about it.

"Too strong to work." I used to think that was a ridiculous thing to say, but it isn't. Many a man is too strong to work, and that means that his body is stronger than his mind and that is what is the matter with him.

Women are no stronger minded and no superior in any way to men. They have just learned that it pays better to say, "I am not cold," or "I am not hungry," or "I am not tired," and make themselves believe it.

They have done it so long that they make the world believe it—and come to think of it, I believe it's rather clever of them. Don't you?"

Women As Trampers

"It's no use taking a woman on a walking tour," insisted the mournful husband.

"Women are no good as tramps. They get tired so easily and they never wear the proper clothes and they don't like roughing it at little country inns. I'd like to take my wife tramping across Exmoor, but—" he shrugged his shoulders expressively.

That was before the war.

I met this husband a few days ago, very happy and sun-bronzed after ten days' hard walking in Somerset. He confessed that he had taken his wife with him; they had a "perfectly topping time."

"Twenty miles a day, and we did it easily," he said. "Of course, I learned to march in the army. My wife has been working on the land since 1915. She was in splendid form and she had exactly the right clothes—her old land costume covered with a big, easy coat short enough for comfort but long enough to satisfy convention.

"We took pot luck at wayside inns. I remembered how my wife used to sigh over uncomfortable hotels, but on this little jaunt she was as merry as a bird, and simply laughed at little discomforts.

"Most men, I think," he went on thoughtfully, "would be all the better for a tramping holiday. Let the children go to the seaside or to Granny's, but the best thing for a City man to do is to make a pal of his wife and go marching across great hills and moorland."

There is more than a little wisdom in these words of counsel. Life in England in war time hardened women in the best way; it made them less susceptible to everyday worries and depressions, better able to smile through difficulties. And where there was really hard war work, on the land or in the hospitals, or at the wheel of a car, there was a physical hardening, a toning up of the whole system.

The woman who did war work in England or overseas makes an ideal tramp. She knows the right clothes to wear for walking, she won't be unhappy if she has to sleep on an uncomfortable mattress, and she will face a tramp of ten miles with a light heart—and finish it as lightly.

And is it not a finer thing for a man and woman to walk the country in happy comradeship than to sit on the bench at the ordinary seaside resort, watching minstrels? Ask those who have tested both experiences—they will tell you which is the better.

B. D.

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Women Policemen Do Good Work In Washington

Special Bureau In Capital Recruited From College Graduates, Is Efficient Force

By Hannah Mitchell
(New York Tribune, Washington Bureau)

Washington, May 2.—Women were added to the police forces of many cities in this country during the war. The women's work with the metropolitan police of the District of Columbia has proved itself so good that the women police are to be retained and their number increased.

"The Woman's Bureau of the Metropolitan Police is really a development of the old powers of the police matron," said Major Raymond Pullman, chief of the police of the District of Columbia, today. "We have found the women on our force most efficient in handling matters that have to do with women and children. Altogether the bureau has been such a success that it will be continued here and I hope in other cities as well."

Will Have Colored Women, Too

Mrs. Mina C. Van Winkle is now the head of the Woman's Bureau. She has a force of twelve policewomen under her. Several of them are college girls and are doing their work with a view to heading bureaus in other cities. It is the policy of the bureau to co-operate with all existing agencies in their work, and to do as much preventive work as possible. Colored policewomen will be added to the force soon.

The policewomen do not wear uniforms, but are equipped with police badges and sometimes carry small revolvers. They have the same rank as first class policemen. Their salaries range from $1,020 to $1,650 a year. Most of them receive $1,200 a year.

Runaway girls and missing girls and women have been the especial care of the Woman's Bureau. They have succeeded in looking out for many of those who were carried away with the excitement of coming to Washington during the war. The ones who were old enough to work were placed in jobs and the younger ones were sent back to their parents.

"It is only natural that the military police should have only the interests of the soldiers at heart," said Mrs. Van Winkle. "We work with them by trying to keep the girls off the streets and away from the camps."

Each of the policewomen on the metropolitan force goes through a period of training. She accompanies an experienced policewoman on her work. It may be to investigate a place where children are employed. It may be to go to a crowded department store and watch for shoplifters and pickpockets. She is not put on a case alone until the head of the department feels that she has shown ability to cover the work thoroughly.

College Graduates Do This Work

Rhoda Milliken, of New York, a graduate of Barnard College, is one of the policewomen on the Washington force. Imra Bukalda, a graduate of the University of California, and Ethel McQuistan, a newspaper woman from Philadelphia, are other college girls who have passed the training and become full-fledged policewomen. Miss Bukalda is planning to go to Hartford, Conn., to do police work.

Applications have come to the Washington Police Department for a few months' training for women who desire to become policewomen in Boston and Detroit. The department may develop into a training center to which police departments all over the country may send for women to head their bureaus.

"College girls make good policewomen," said Mrs. Van Winkle, "and school teachers of several years' experiences have an excellent background for this work. We are hoping to add a few of them to our force."

Mrs. Van Winkle came to Washington last year to work for the United States Food Administration. She went into the Woman's Bureau of the Metropolitan Police when it was established last September. Mrs. Maud Spingarn, of New York City, was then head of the bureau.

The work of Mrs. Van Winkle in Newark, N. J., is well known in New York. She is a graduate of the New York School of Philanthropy. She was for three years financial secretary of the Newark Bureau of Associated Charities, and later took part in the child's hygiene work in Newark. She was president of the Women's Political Union of New Jersey for eight years, and was an investigator of child labor for the Consumers' League in New Jersey.

Europe Did It, Too

Early in the war European cities put women on their police forces. A recent report of the inspector of constabulary in London shows that the women on police forces in England and Wales have been increased from 164 to 276. The inspector is quoted as saying that he hopes the increase will be maintained. Eighty-six of the English policewomen were on ordinary duty in uniform or in plain clothes.

Some of the small boroughs of England will not find whole time employment for their policewomen and the inspector suggests that the boroughs develop a part time system of employment for policewomen. He believes that it may be possible to continue the services of patrols of the National Union of Women Workers and other organisations. In the factory districts that were special police areas during the war the number of women that have been "sworn in" as constables gradually increased in England throughout the war.

In the United States, Los Angeles was the first city to put women on police duty after this country entered the war. At present Chicago has the largest number of policewomen. Other cities that have notable women's bureaus in the police departments are Baltimofe, Rochester, New York and Newark.

Washington was the first city to have a woman traffic "cop." The work of Mrs. Leona King, Washington's traffic policewoman, has made material for many stories. Before the armistice was signed Major Pullman said that he would give other women places on the traffic force if they were needed.

ELEVEN-YEAR-OLD BOY STEALS 25,000 YEN

Extravagant Expenditures Lead To Precocious Youngster's Detection

Tokio, June 6.—The Tokio police have arrested a young hopeful, eleven years old, who had come up to Tokio on a sightseeing trip after having stolen a bag containing Y.25,000 in money and checks, says the Japan Advertiser. On Thursday afternoon a police officer noticed a boy, 10 or 11 years old, buying foreign clothes at a shop at Rogetsucho, Shiba, and producing Y.10 notes for payment. Naturally the boy's behavior excited the suspicion of the guardian of the law who brought the youngster to the police station and his person was searched when he was found to be in possession of Y.2,642 in cash and two cheques amounting to Y.21,500.

The matter was at once referred to the police authorities of Hamamatsu whence the boy said he had come. From the reply received from Hamamatsu it appeared that the boy on his way back from school went into the Seiyen Bank where he found a bag on the counter and stole it without being detected. The youngster bought the necessary traveling equipment out of the proceeds and came up to Tokio with the object of enjoying the sights of the capital.

In the course of the examination at the police station it was ascertained that at the Japanese inn at which the boy spent a night he was charged over Y.20. As the charge seemed too much to be incurred by a boy of 11 in a single night the police are making inquiry as to the items of the bill.

A Fiction Writer Confesses

By Harry Godfrey

My brain—or is it just my head?
—thumps
Like a flat-wheeled surface car.
I've been writing a story for a magazine.

Corking hero—square jawed,
Broad-shouldered, lithe, masterful.
Makes his pile bucking the financial powers
And grabs fame, discomfiting
The political boss.

Has a way
Of turning his head.

Heroine—you've met her before.
Gleaming shoulders, satiny skin,
eyes—oh, you know.
Hothouse product.
Do you wonder her artificiality
Kerflummuxes
Beneath the primitive force
Of my hero,
Whose eyes can narrow to slits of blue-burning, icy steel,
Or soften with tears
Like a woman's?

If you could see the pictures depicting
The climax of the proposal,
You'd understand.
I leave them in each other's arms
Chirping domestic sentiments,
, disregardful
Of the Consequences.

In this pigeonhole I keep
The Other Woman,
A variety of her.
Some, gauzily clad,
Red-lipped regulation vamps who look
Like an alluring cover page.
Others, who Mean Well
And are brought back to the Right Path
By the prattling of a baby. In that file
Are children trained
For this special purpose.
(Note the curls, wide eyes, low, innocent stockings.)

Here, my crooks and Painted Women,
A race apart. I drag them in at odd times to reform them
Or to circumvent.
My detective is a chemist, a psychoanalyst, a free-lance, Sir Galahad,
Who will solve, retrieve, convict, never fear, and marry
Mrs. Van Deusenn's daughter.

What ho!
Shrieks! Shots!
Rackety-bang-bang-bang of running feet,
Characters in Quick Action yarns.
(They have it tough. They never sit down unless shot down.)

Hist!
My Rapid Fire plots
Tearing at their leashes,
Howling to be unchained
To grip you, electrify you!
That dark pool?
Red blood, zowie!

And here, a music box
Oozing sweet airs—happy endings.
And here is Optimism,
Gobs and gobs of it;
And sugary morsels I insert
In Problem Stories, like a cook
Sticking raisins in a cake.

I've just read my story again.
On second thought it's plain that it's
Literature.
And if the editor
Doesn't take it it's because he
Can't recognise a
Masterpiece.

—*New York Tribune.*

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Views Of London Are Given On Peace Treaty Problems

Fiume And Shantung Questions Closely Related; The Break Between Lloyd George And Northcliffe

This is the inauguration of a new department of THE CHINA PRESS, *a weekly London letter written by a British correspondent of authority and standing.*

(From Our Own Correspondent)

London, April 28.—Whatever the final decision of the Peace Conference about the Italian claim to Fiume, at the time of writing it is not expected that despite all the outcry now heard in Paris and in Rome there will be a serious breach between Italy and the other Allies.

The broad governing fact is that under the Pact of London made in 1915 between England and France on the one side and Italy on the other, the latter country was promised possession of Trieste, Zara and other points on the Eastern Adriatic; but no mention was made of Fiume, which was then regarded as rightly belonging to Croatia. Now, however, Croatia is one with the rest of the Jugo-Slavs, and forms part of the enlarged kingdom of Servia. The Croatians claim Fiume as the natural and only outlet they have to the sea, but the Italians demand it because the population is predominently Italian there, as well as along the whole Eastern Adriatic from Venice to Ragusa, though it has to be admitted in this connection that a few miles inland all grace of the Italian race disappears. Fiume in the possession of another Power would, the Italians contend, break the continuity of their control of the entire seaboard which is necessary to their security.

Of course Great Britain and France are bound by the Pact of London, but as already stated that does not include Fiume. On that question it is understood Mr. Lloyd George and M. Clemenceau are willing to reach some form of compromise, as, for instance, to give Italy compensation in the shape of unlimited supplies of coal, raw materials for her industries, and food. But President Wilson demurs. He dislikes the Pact of London. In his view it savors of that "secret diplomacy" he has condemned. He is opposed to bargaining; for he considers that this is a question that is covered by his famous Fourteen Points, and that it is a matter for the "self-determination" of the peoples in the hinterland east of Fiume. And so, failing to have his way, President Wilson published his famous manifesto of a few days ago that has set the diplomatic world by the ears, his departure from precedent by public statement of the facts being an appeal to the world at large to judge the merits of the case.

After Italy—Japan

Such in briefest form are the governing facts of the dispute which at the moment, threatens the solidarity of the Allies in the making of a lasting peace for Europe. The Fiume question has a significance and special interest for readers on your side. The Pact of London is not the only secret treaty signed during the war. There is the treaty with Japan in regard to Kiaochow and the Province of Shantung. The Japanese delegates to the Peace Conference are demanding all the privileges enjoyed by their predecessors, the Germans, in China. When they drove the Germans out with British help and took their place they promised to restore Kiaochow to China. But in 1915 they forced China to enter into certain arrangements, and they are now claiming that Kiaochow should be theirs, so that if and when they do hand it back to China it shall be on terms satisfactory to themselves.

Just as the Italians want Fiume though the populations inland are of other nationalities, so the Japanese are demanding Tsingtau though the population of the whole province of Shantung is pure Chinese. Obviously the fashion in which the Fiume problem is settled will form a precedent for the settlement of the question in the Far East. One suggested solution is that in order to do away with "spheres of influence" in China, guarrantee real freedom for trade and emancipate the country from foreign ambitions which mock the "open door" policy and destroy peace, there should be the neutrality of all this area under the League of Nations.

The Japanese are not, however, disposed to accept a solution on these lines, and unless their aspirations are realised they talk loudly of refusing to sign the final peace treaty.

Dr. Timothy Richard

Dr. Timothy Richard, who was an agent of the Baptist Missionary Society in China for 48 years died on Good Friday at Hendon, and was buried at Golders Green. The son of a Welsh farmer, he was born in 1845, and in 1870 arrived in Shanghai as a missionary. Later he went on to his station at Chefoo. Following the great famine in Shansi in 1877-78, he was instrumental by letters home in getting the then Lord Mayor of London to open a Mansion House Relief Fund, by means of which £60,000 was obtained. This he distributed in conjunction with two other missionaries.

In connection with his religious activities Dr. Richard conceived the idea of a United Protestant Church in China, but the proposal was not acceptable; rival denominations refused to co-operate. He next turned his attention to various schemes of education and social reform, and to further them edited a daily paper in Chinese. Long before the Boxer rising Dr. Richard warned the rulers of China of the inevitable outcome of the anti-foreign agitaton in various parts of the country, and so far as he could he endeavored to arrest the results of insular prejudice and ignorance. Although he failed the authorities accepted his proposals for dealing with China's reparation schemes; and with the money they provided he founded a modern Imperial University in Shansi. The Chinese Government conferred many signal honors upon him, giving him the rank of mandarin, and he had the Double Dragon decoration, while he was frequently consulted on a variety of subjects.

There was a very large attendance at the funeral, including the representatives of Chinese societies in London, and several members of the Chinese Legation.

Cable Delays

It is satisfactory that the legitimate grievances of business people about cable delays is being kept prominently before the public. Chambers of Commerce are taking the matter up in vigorous fashion in different parts of the country. Government Departments are still held primarily responsible for the trouble by blocking the cables with long messages. Within one week I received a cable from China which was 14 days in transmission. This experience is of course quite common, as doubtless many of your readers know only too well.

In a letter which I have just seen from the Department of Overseas Trade, addressed to Mr. Edwin F. Stockton, President of the Manchester Chamber of Commerce, previous explanations of cable delays given by other Departments are repeated. It is, however, added that "Within the last few days certain important cables have been restored, and the cable ships are working on the other interrupted cables." Bad weather at sea was recently given as occasioning delay, and also priority of Government messages and the action of the censor. Whatever the true cause or causes, the tide of resentment which is rising will prove too strong for officialdom. Unless speedy communication is restored a writer in the Times declares that the consequences to Empire trade will be disastrous.

Shipowners are, I hear, especially incensed at the present position. They have great difficulties in communicating with their agents and thereby keeping in touch with their ships; and it has been estimated in view of the reduced tonnage available the restoration of normal cable conditions would instantly result in an increase in the carrying capabilities of the existing merchant fleets by 50 percent.

Trade Shackles To Come Off

The announcement of the Board of Trade, in the form of a modest twenty-line communique from the Press Bureau, that trade restrictions are to be removed meets with the unqualified satisfaction of everyone concerned in the trade and industry of the country at home and overseas. In a few words it states that, with but few minor exceptions, all controls on the sale and distribution of commodities exercised under the Defense of the Realm Act have been abolished, or will be on May 31 at the latest.

This is the announcement for which every trader and manufacturer in the Kingdom has been anxiously waiting ever since the armistice. It is the industrial "full speed ahead" order. Employers were unwilling to undertake reconstruction and expansion schemes solely because of the restrictions imposed under D.O.R.A. While control existed they would not launch out on capital expenditure. The hold-up of enterprise was also responsible for the gradually increasing number of unemployed men who have been unable to settle down after their discharge from the colors. The question has been under prolonged consideration by the Admiralty, War Office, Ministry of Munitions, and Board of Trade. The decision undoubtedly represents a big effort on the part of the Government to restore freedom to trade and industry.

When Peace Is Signed

Preparations are on foot for the celebration of Peace on a scale without precedent in "our rough island story." A committee has been formed at the instance of the Overseas Club to organise what is described as a "chain of fire" round the British Empire. At dusk on the eventful night flares, rockets, and hand lights are to be ignited; on the hills and mountain tops huge bonfires are to be set going, and every searchlight that can be brought into use will sweep the skies.

So far as possible everything is being done here to arrange for celebrations in local areas, in order to give everyone a chance to join in the revels and also to prevent the gravitation of vast crowds from outer London and the provinces to the heart of the Metropolis, which occasioned the authorities anxiety for several days after the armistice. In addition, the League of Arts under Sir Frank Benson, of His Majesty's Theater, is organising Peace Pageants during the Summer in aid of St. Dunstan's fund for the permanent after-care of soldiers and sailors blinded in the war. Costumes are being prepared in preparation for the enlistment of 20,000 voluntary performers, and unparalleled scenic and mechanical effects are promised depicting episodes in the war that have made history.

Prime Minister And The Press

After a week's reflection opinion in Fleet Street is undoubtedly that the Prime Minister was ill-advised in attacking the Northcliffe press. His description of the Times as the three-penny edition of the Daily Mail as a reply to these papers' criticisms on the alleged avoidable delays of the Peace Conference was piquant, but a trifle overdone. There was Mr. Lloyd George's further suggestion—well understood by those "in the know," but too vaguely expressed to enlighten the man in the street—that Lord Northcliffe's attitude was due to chagrin at not being made a member of the Peace Conference. If this is indeed the case the Premier's attack was of course justified. But those who know Lord Northcliffe say he had no such desire.

Before everything else he is a newspaper man, sufficiently strong to go his own way, and anxious only in this instance, as always, to keep his papers alert and fresh. This is why changes of policy are not infrequent in regard to men and affairs at Printinghouse Square and Carmelite House. His Lordship would much rather have his papers burnt periodically on the Stock Exchange or elsewhere (as happened in his attacks on Lord Kitchener) than have them regarded as uninfluential or coercible.

Apart from this the question is asked whether a Prime Minister is free to denounce a paper, or papers, that fail to see eye to eye with him in matters of supreme public interest? To concede that would pave the way for a dictatorship! Mr. Lloyd George had chiefly to thank the Northcliffe press for his accession to power in succession to Mr. Asquith; and he now resents the too candid criticism of his friends. I hear it said that even the most powerful politician may find it a dangerous thing to throw down the gauntlet to the press, particularly on an issue that involves the unfettered freedom of the press to discuss public affairs. In the long run journalistic blood is apt to prove thicker than political water.

THE SECRET OF THEIR WEAKNESS

What Pallid Nervous Women Should Do To Get Strong

Many women, mothers who have the care of children, girls who work and come home tired every night, and even society women who have an endless round of duties and little time for rest and relaxation, find that their colour fades, their nerves become easily irritable, and they seem going into a decline that it is very difficult to arrest and correct. The doctors call this nervous debility or neurasthenia, or may ascribe it to an anemic condition, but the symptoms are very much the same in the majority of cases.

There is usually pallor of the face and lips, a tendency towards shortness of breath, the patient notices that she tires more easily than formerly and there is often loss of appetite. The remedy is to build up the blood, for only in this way can the natural colour be restored and the undernourished nerves be revitalised. If you have any or all of the symptoms do not allow yourself to get worse by neglect for blood-poverty is the first step to serious, and often chronic, illhealth. Taken in time it can be speedily remedied; Dr. Williams' pink pills for pale people, with a world record extending over thirty years, have earned the gratitude of almost countless women—and men too—as a prompt restorative in such cases.

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CHINESE DOMINATE PHILIPPINES TRADE

Retail Business In Interior Is In Control Of Dealers From The Flowery Kingdom

According to the business directory prepared by the Bureau of Commerce and Industry of the United States about two-thirds of the merchants of the Philippines are Chinese who control about one-half of the total internal trade of the archipelago, says the Canton Times. Chinese merchants are found in every corner of the islands and in a majority of the municipalities they monopolise local trade.

In the provinces far removed from the city of Manila, retail business is generally under the control of the Chinese dealers. They carry on the transactions between the city of Manila and the provinces and many of them are merely agents of some big Chinese houses in Manila. It is discovered that the Chinese are rarely employed as producers. Besides being retailers they are the middlemen between the producers and the consumers, and they largely control the sale of the export of the Philippines, such as tobacco, copra and sugar.

Strong In Interior

In large cities like Iloilo and Cebu the Chinese carry a strong competition between the rich hacenderos who often export their own products and oftentimes they undersell the producers. In the vicinity of Manila, however, the Chinese have been driven away from commercial competition, and the Filipino business men control the local trade. This is true, according to the data prepared by the Bureau of Commerce and Industry, in the Provinces of Laguna, Rizal, Batangas, and Bulocan. In the Provinces of Cagayan, Isabela, and throughout the Bicol Provinces the proportion between the number of Chinese and Filipino merchants is 95 percent and 5 percent, respectively.

Filipinos Not Yet Commercial

The reason for the predominance of Chinese merchants in the archipelago is explained by the fact that the commercial spirit is not yet developed among the Filipinos in the country, and many of the old business methods have not been changed. Production is not based upon a business basis, and real exchange is only carried on between the Chinese and the Filipinos.

In some of the provinces canvassed by the Bureau of Commerce and Industry there are several localities where there are no merchants but Chinese. Commercially the Chinese are the most influential locally. In big cities, as well as in the country, they posses a great share in the local trade. The volume of the Chinese trade is increasing since better protection has been given them by the local authorities.

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All instruction in both the Medical and the Premedical Schools, except courses in Chinese language and literature, is given in the English language.

THE MEDICAL SCHOOL

Requirements for Admission: The minimum requirements for admission to the Medical School are graduation from an approved middle school, or its equivalent, and the completion of not less than three years of college work. This must include satisfactory courses in biology, chemistry (including general, analytical, and organic), physics, English Chinese, and at least one other foreign language.

All candidates for admission, except graduates of the Premedical School, must pass satisfactory examinations in the subjects required for admission.

Curriculum: During the year 1919-20 only the subjects included in the first year of the medical course will be offered.

Graduate Courses and Research: Special courses in anatomy, physiology, and physiological chemistry will be offered during the year 1919-20 to graduates in medicine or other qualified persons. Visitors who desire to investigate special problems may be granted the use of the laboratories at the discretion of the Director.

THE PREMEDICAL SCHOOL

Requirements for Admission: Admission is by entrance examination only. To be eligible for the entrance examinations, a candidate must be a graduate of an approved middle school or its equivalent, and must possess a good working knowledge of English, both oral and witten.

Curriculum: The Premedical School offers a three-year course in the fundamental subjects which are prerequisite to the study of medicine, including mathematics, biology, chemistry, physics, Chinese, English, French, and German. Students who complete satisfactorily the work of the Premedical School are admitted to the Medical School without further examinations.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Calendar: The first semester opens September 23, 1919, and closes January 30, 1920; the second semester opens February 3, 1920, and closes June 16.

EXAMINATIONS

Examinations for admission to the first year of the Medical School and for admission to the Premedical School will be held at Peking and at Shanghai on June 9 to 13 and August 25 to 29, 1919. In case the number of applicants warrants it, examinations will be held at other centers. Applications for admission and requests for further information should be addressed to

The Dean,
Peking Union Medical College, Peking, China.

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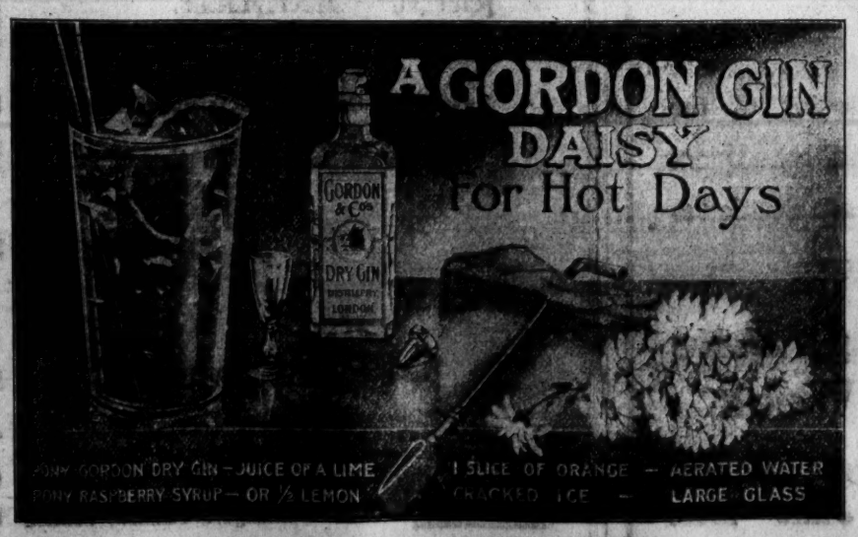

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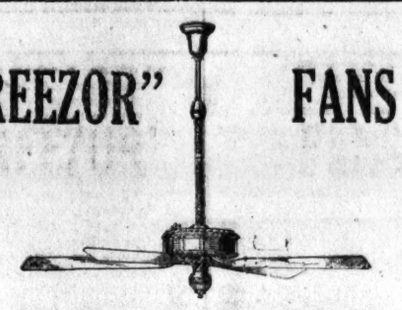

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Whole Of American Army Will Be Home By September

All Troops Except The Occupation Force Back By August, Says Baker

Washington, May 7.—Secretary Baker, who returned to his desk in the War Department today after an absence of several weeks in France announced that practically the entire American army now in Western Europe, except the American Army of Occupation, will have left France by next August. While the Secretary did not say so, it is understood that the Army of Occupation will be brought back in September.

"The number of men in the Army of Occupation," said Mr. Baker, "is in the neighborhood of 300,000."

The millionth man will probably sail from France this week. This will leave substantially a million men still in France, and with the rate of 250,000 to 300,000 men a month—leaving out the 300,000 men in the Army of Occupation—August ought to see practically everybody in the American Expeditionary Force in France returned.

The only modification of this will be that it may be necessary to keep small groups of military men and civilians there to finish up certain matters, and some detachments of military guards to guard property which has not been returned to the owner or turned over to its ultimate purchaser. By August, certainly, the major part of the army will be returned.

Secretary Baker said that he saw President Wilson only twice while in France.

"The President appeared to be well and happy," he said. "I had a very pleasant impression of his well-being. He is, of course, working tremendously hard."

The Secretary said that conditions in France are still discouraging for outsiders. "the cost of living," he explained, "is tremendously high, and the congestion of life in France can scarcely be realised. It is difficult to find places to live, particularly in Paris."

Secretary Baker said that the situation of the Army of Occupation along the Rhine is "the most entrancing situation that one can imagine.

"It is Spring," he continued, "the birds are out and the trees are in bloom. In those clean-swept, sanitary German towns the boys are living in a higher degree of comfort than was ever possible during the war. The boys apparently observing the non-intercourse rule with German men. You never see an American soldier talking to a German woman. I don't mean that they are rude about it, but they observe the rule.

"But our soldiers," he added, "have been just as unable to resist the German children as they were to resist the French children, and you see American soldiers everywhere with little Hans and Fritz and Gretchen."

Commenting on his trip to France, the Secretary of War said that he went there primarily to look into the work of the Liquidation Commission.

"I found," he said, "that the commission, headed by Judge Parker, had established itself in Paris and was working in the heartiest co-operation with the army and with the French authorities. The negotiations of the commission are primarily an effort to reach an arrangement with the French by which permanent installations of the army like docks, warehouses, and additions to railroad facilities, would be taken over by the French Government. These negotiations are in progress but not concluded.

France To Get Our Equipment

"There is also a very large amount of movable property in France which belongs to the army in excess of the amount which the army will need, which would be of very great value to the French people, such as machine tools, locomotives, and cars, about which the same sort of negotiation is in progress with the French Government, the idea being as far as possible to sell in Europe, to people who need them, the things which the army does not need for its maintenance, thus saving the transportation home and the wastage of the double transportation.

"Now, these negotiations are going on. They have not been concluded, so that there is no story to be told about the conclusion of that enterprise."

Discussing the general situation in France, Mr. Baker said:

"The Army of Occupation will be supplied through the ports of Antwerp and Rotterdam, which in effect cuts it off from the expeditionary forces in France, and makes unnecessary the maintenance of that long line of supplies from the ports through the intermediate section and advance zones in France that has hitherto had to be maintained.

"You will remember that Brest, Saint Nazaire, and Bordeaux were the three ports in what was called the port section; then came services of supply, with Tours as headquarters of the services of supply, and the great storage places like Gievries where they have immense storehouses; then they have the advanced section.

"Originally the plan was to have 15 percent of the supplies of the army at the port section, 60 percent in the intermediate, and the residue in the advance section, principally Issur-Tille and the distributing station in the front section. Now the plan is that the Army of Occupation will have its own services of supply at Antwerp and Rotterdam.

"Ships will go either from this country or Bordeaux to Antwerp and Rotterdam and supply the Army of Occupation. This will enable General Pershing and General Harbord to cut off the connection between the two armies, and gradually to withdraw the whole American army and services, taking the entire American army and effort out of France by gradually retiring to the ports.

"We are now surrendering all sorts of places to their owners, restoring ships, storage warehouses, barrack buildings, school buildings, and all that sort of thing. The French are taking over these places, which they had put at our disposal while we had need for them, and the American Expeditionary Force is sweeping back, all along the line, to the Bay of Biscay coast.

Tells Of Army's 'University'

"There is another thing in France of which no adequate idea can be given, and the most that anybody can do is to speak with enthusiasm about it; this is the American Expeditionary Force University. There never has been anything like this in the world. At Beaume, France, they have set up a university. The buildings were originally put up for a base hospital and the war came to an end before they had been occupied.

"The university was, therefore, established in its place. There are over 9,000 students there, and there are eleven departments in the university. They have a school of agriculture, a divinity school, a school of law, a school of medicine, a college of arts, a college of sciences a school dentistry.

"As you go through the university you find, for instance, a private on the platform lecturing on integral calculus, and there will be seated down in the classroom a Major, a couple of Captains, a Lieutenant or two, Sergeants and Corporals; but the man who knows is the private, he is the professor, and the military hierarchy is completely upset before the intellectual hierarchy. Perhaps in the next department of the university, however, a Major will be the lecturer, and so on; sometimes an officer, sometimes a non-commissioned officer, and often a private.

"In addition to the university, some 3,000 of our men are matriculated in colleges in England and France. They are actually in Cambridge and Oxford, in the universities of London and Manchester, in Trinity College, as well as in the Sorbonne and other French universities, so that 3,000 of our men are in foreign universities and are taking courses there.

"In addition to this, they have at Beaume, as a part of the university, what they call the Normal College, and to this school selected men are sent from the various divisions in France. These men take a course in pedagogy. They go back to their divisions after three or four weeks and set up schools to teach the men in the elementary branches. Of course, all the men in the university agree to stay until the completion of the course for which they have matriculated, which is three or four months, I think.

No Soldier To Come Back Illiterate

"The idea of all of this is that no soldier will return to the United States illiterate. In addition to providing opportunities for higher education and to education in the professions, they get down to the A, B C's of the matter by giving men an opportunity to take up elementary subjects, thus making it practically impossible for anybody to get back to the United States without having acquired a knowledge of English sufficient to enable him to read and write.

"The boys the more mature. For some time their minds have been fallow—at rest on intellectual subjects. This educational activity is taking the place of the old interest in war, and the central idea is singing from one thing to the other, so that their concentration of attention is marvelous.

"I think it is entirely likely, from what we are seeing over there, that the development of a serious educational program in the army itself is a possibility, and, of course, if possible, it is a desirable thing.

Brest Camp Now The Army's Best

"Our principal port of embarkation, of course, is Brest. The camp at this place is now certainly the best camp the army ever had. It is in perfect condition, the early difficulties having all been remedied. There were some difficulties due to the congestion and to the weather. The opening up of Spring has come in France, but it is not as far advanced as it is here. It is colder in France than it is here all the time, and very much colder in the Spring.

"The Army of Occupation occupies the bridgehead on both sides of the Rhine. The principal advanced post on the right bank of the Rhine is Ehrenbreitstein, which is the German citadel, and which is now filled with American soldiers is the most spectacular thing one could see anywhere in occupied Germany.

Praises Occupation Army

"Our Army of Occupation, so I am told by every military man who has talked with me on the subject, is in perfect condition. They have taken the very best equipment of the whole Expeditionary Force and equipped that army, so that it has everything that an army could wish for. Its horses look like show horses; indeed, they have held a number of horse shows in all the divisions. While I was in Coblenz I went to the horse show; they had every horse shined and polished up to the highest point. Everything about that army makes it look like a show place, nothing that anybody can think of that an army could want is missing.

"The state of mind of the boys in France—and in the Army of Occupation, as well as in the rest of it, is one of very great anxiety to get home. I saw no homesickness—that is, nothing of the sort of thing which we regard as homesickness in a boarding school, which interferes with a person's ability to do his work—but I say no American soldier who did not want to come home. Every place I went, wherever I spoke to the boys, they chanted in a very respectful but audible chorus, 'We want to go home.'

"Every place I went they were very much concerned to know how enlistments for foreign service were progressing, so that the sending of the contingents abroad would be speeded up. I understand that the first contingent leaves today—I understand that only from General Thanks. I have not heard about it here.

Say They Don't Want Parades

"In several places we had divisional reviews and, after General Pershing had inspected along the line, I would walk down and talk to the men, to find out what was uppermost in their minds. In a number of cases I asked what the attitude of the men was on the question of being kept in American camps until the arrival of their full division with a view to parading in the great cities of the country, and the sentiment was almost unanimous against it. They appreciate the welcome that the great cities want to extend to them, but they want to be demobilised as rapidly as possible.

"Some times we put it to a vote that is, we would get a company and say, 'Now, if it takes two weeks to assemble your entire division in the demobilisation camps, would you rather wait the two weeks to get together and have a fine parade in the largest city near the camp, or would you rather be demobilised as rapidly as possible?' We would then ask those in favor of waiting to hold up their hands, and probably one or two hands would go up; but when we asked those against waiting to put up their hands, almost everybody would put his hand up."

Mackenzie To Succeed Laurier As Canadian Leader

Mr D.D Mackenzie *Int'n.*

Mr. D. D. MacKenzie, a prominent member of one of the constituencies, has been named leader of the Liberals in the House of Commons to succeed the late Sir Wilfred Laurier. The appointment holds until the national convention of Liberals, from all parts of Canada, meets and elects a leader. The convention will be held in Ottawa in August. Mr. MacKenzie will contest the permanent leadership of the party with other prominent Liberals, among them being MacKenzie King, former Minister of Labor; Mr. Fielding, who was Finance Minister in the Laurier Administration, and Mr. G. P. Graham.

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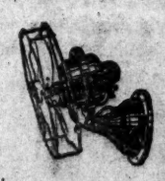

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Genius: How It Does Its Work Ways Of Great Writers

In Pearson's for April one discovers an interesting article which satisfies a very persistent human curiosity. How have the great things of literature been produced? Just how do writers go about their task? The writer says:

"It is interesting to learn how the great creative artists work and the various methods they employ to lighten the task of making thoughts and feelings articulate.

"Lord Byron, for instance, worked, at one period, on a starvation diet of raisins and soda water, but that was simply because he was vain of his figure and wished to reduce his weight.

"The somewhat theatrical talent of Bulwer Lytton found stimulation in working at dead of night and in a bed draped with black bugles.

"A much more curious case than either of these is that of Theophile Gautier, one of the most luxuriously sensuous of poets and a master of literary style. Here is the account of how he wrote his "Travels in Italy," given by his friend, Maxime du Camp: 'This book, which one would suppose to have been thought out in retirement, in a library of works of reference, was actually written in a printing house, amidst the clatter of compositors, the noise of printing presses, the hum of machinery, slamming of doors, and hubbub of a busy workshop. Not a note, book, or document did the author make use of. His memory surpassed belief, and he could draw on it at will without fear of being led astray. He composed without erasing or correcting. When he had finished ten lines, the overseer would clip them from the MS. and hand them to the compositor, repeating the process until the article or chapter was complete. Then, when the proofs were set before him, Gautier would indicate errors by marking them with his nail, and would go on his way, breathing deeply, like a miner released from his subterranean gallery at the end of a day's work.'

"After the year 1850 (Gautier's thirty-ninth year) almost all his books were composed in this haste. He spoke of himself toward the end as 'poor Theo,' the slave of the printer's devil, and indeed, in spite of his extraordinary talents, he was always under the whip of poverty.

"Robert Burns has described his method of writing in a letter to George Thomson, the editor of his songs. He writes: 'My way is—I consider the poetic sentiment correspondent to my idea of the musical expression; then choose my theme; begin one stanza; when that is composed, which is generally the most difficult part of the business, I walk out, sit down, and then look out for objects in nature around me that are in unison and harmony with the cogitations of my fancy and workings of my bosom; humming every now and then the air with the verses I have framed. When I feel my muse beginning to jade, I retire to the solitary fireside of my study, and there commit my effusions to paper; swinging at intervals on the hind legs of my elbow chair, by way of calling forth my own critical strictures as my pen goes on.'

"To this piece of self-portraiture Allan Cunningham has added a few touches by telling us that, as soon as Mrs. Burns heard her husband hum to himself, she knew that he had something on his mind, and was prepared to see him snatch up his hat and silently leave the house. Once he was alone, and in the open air, his ideas flowed freely, words came at will, and he seldom returned without having completed his song, which he would then have his wife sing over and would correct according to the singer's view of what was most singable, though rarely indeed would the poet consent to sacrifice sense to sound.

"When composing 'Tam o' Shanter' Burns worked always in the open air and without writing materials. The time was an autumn afternoon or evening—his favorite hour and season for composition—and the place a green walk by the side of the Nith, which there runs strong, and may well have been in flood from the autumnal rains. On this occasion his wife does not seem to have guessed how he might be engaged, for she went out with her children to look for him. What she saw, however, led her to think better of her purpose, and gathering the children to her she withdrew without interrupting him. In the rapture of inspiration Burns was pacing up and down, gesticulating and muttering to himself like one distraught, the tears rolling down his cheeks. It was one of the great creative moments of his life, and it is pretty clear that he beheld neither wife nor children, but only a vision of the Haunted Kirk, ablaze with light, and within—the witches' dance.

* * *

"Shelley, like Burns, found the sight of natural objects inspiring but instead of resting content, as Burns did, with those nearest at hand, he would seek out the rarest combinations of natural beauty. At Marlow, at Keswick, in Wales, in Switzerland, most of all in Italy, he was ever in quest of earth's loveliest and most impressive scenes. Early in 1819 Shelley, then twenty-six years old, was living in Rome and working at his 'Prometheus Unbound,' which may be regarded as his highest achievement. 'The second and third acts,' says Professor Dowden, 'were wrought out amid surroundings fitted to sustain his imagination at its highest endeavors.' The place was the Baths of Caracalla, a perfect wilderness of ruins, inclosing within walls of stupendous height six enormous chambers, interspersed with riven towers and winding paths, the whole being muffled and overgrown with luxuriant vegetation. But let Shelley himself describe it.

"'Never,' says he, 'was any desolation more sublime and lively. The perpendicular wall of ruin is cloven into steep ravines filled up with flowering shrubs, whose twisted roots are knotted in the rifts of the stones. At every step pinnacles of shattered stone group into new combinations of effect, and tower above the lofty yet level walls, as the distant mountains change their aspect to one traveling rapidly along the plain.'

"Another poet whose method of composition excites curiosity is Gerard de Nerval, who in the last sad days before his suicide was to be met with on the public benches of Paris, committing his verse to any scrap of paper the wind might blow in his direction.

"De Quincy rated the stimulus of opium far above that of alcohol. Wine, he says in effect, hurries a man out of himself, whereas opium lights a lamp within his brain and gives him a godlike command of all his faculties. De Quincy's description of the interior at Grasmere on a night devoted to opium is probably too well known to bear quotation. The date referred to is the winter of 1816-17, and the author insists that a tempest shall be raging, in order that the blazing hearth and curtained library may attain their maximum of coziness by contrast. Nepenthe stands at his elbow in a decanter of a quart capacity, whilst a fair and kind domestic genius dispenses tea from what he would fain were an 'eternal teapot,' seeing that he intends to go on tea drinking from 8 at night to 4 in the morning. First to imbibe the deleterious drug and then dispense it through his system with copious draughts of tea was his process. Visions of beauty and terror were then at his command. But it is well to remember that opium does not create these things; it merely sets its slave adreaming. And the dreams of the unimaginative man remain unimaginative, though he should swallow decoctions from all the poppy fields of Asia Minor. It is but fair to De Quincy to add that the section immediately following the passage I have paraphrased is headed 'The Pains of Opium,' and describes with terrific force the Nemesis of indulgence, the appalling struggle through which the victim has to pass in order to free himself from bonds too thoughtlessly assumed.

* * *

"It has been given to few poets to enjoy a supremacy equal to Tennyson's. During his reign of well nigh half a century he was the national poet. Tennyson's foibles were all on the surface and masked a deep humanity beneath superficial misanthropy. His hatred of being observed or intruded on was notorious, and, as many who understood him imperfectly believed, was carried to laughable lengths. As a matter of fact, no poet ever laid out his life better in the interests of his work.

"Like his elder brother, who lived to well over ninety, Alfred was a man of colossal physical strength; over six feet in height and squarely built, he had, as Carlyle noted, 'the figure of a guardsman' and muscles of iron.

"Tennyson was one of the most bookish of poets, as the late Professor Churton Collins brought out in an essay which Tennyson is said to have resented; yet the truth is, he often sat too closely over his books in the attic of Farringford or in the study at Aldworth, with its superb view over the North Downs. And then, as Sir Henry Taylor's Autobiography reveals, he would become the prey of 'uneasy gloom and shattered nerves,' and nothing less than a walk of six or eight miles in a storm would bring him back to 'some sort of strength and hardihood.'"

McIntyre Sisters, Goddesses Of The Doughnut, Return From France

Gladys and Irene McIntyre.

Two lassies who made an eternal reputation for themselves with the American Expeditionary Forces have returned home after a career on the Western front that was packed with thrills, interest and courage. They are Misses Gladys and Irene McIntyre, the original "doughnuts for doughboys" girls. Fourteen months in the front line trenches is the record of Miss Gladys, eleven months for Miss Irene, who was also the victim of a German gas attack. The girls labored near the front lines, nearer than any other women, through a year of hardships that broke the spirit of many a man, just to provide a few material comforts for their fellow countrymen. The McIntyres are New York girls and went overseas as Salvation Army workers. In November, 1917, Miss Gladys arrived in France, and was attached to the First Division Regulars, in the Toul sector, for three months. On March 1, 1918, her sister joined her and the two were attached to the Twenty-sixth (New England) Division. They also served with the Seventy-seventh (New York) Division and the One Hundred and Forty-sixth Infantry, of the Thirty-seventh (Ohio) Division. On the breasts of their Salvation Army uniform coats the girls wear decorations for bravery under fire, and in official army orders is a citation of their names signed by General Pershing.

American Legation Guard In Peking Has New Home

Marines Hope To Move Into Better Quarters By End Of Summer

Peking, June 10.—The men of the American Legation Guard in Peking are looking forward to being installed by the end of the summer in quarters worthy not only of the Guard in Peking but of the marine corps of which they are proud members. The New West Barracks, as the building is called, is even now complete on the outside; its roof, extending the whole length of the building, was opened for inspection and hospitality to a large group of the American and foreign community for the first time last night at an at home of Major and Mrs. Davis, of the Guard, which was only a prosage of the many festivities Peking will probably see staged in future there.

Decorated with Chinese lanterns and electric lamps from end to end, the long three-story building glittered in its full glory last night, and as seen across and Glacis by Chien Men quite put to shame the dazzling lights of the Chinese city outside the gates. By daytime the building should be seen from the Guard Compound to be really appreciated. The long arched arcade of stone running half the length of the building looks very inviting across the green lawn and the shady garden of the compound. The tennis courts to the west of the building, beyond the wall which joins the side of the building to separate American territory from international soil, are already in use. Within two weeks the big swimming pool, 60 by 40 feet, in the open north of the barraks will be completed.

From the description of the structure so far one would judge it to be more nearly dedicated to amusement than to serious business of housing. And this judgment would come very near the truth. The building will only house 172 men in all of the 300 odd in the command. The dormitories are all on the top floor, consisting of two dormitories for sixty men each; two for 20 each—one of these being designated for the band—and one accommodating six each, for the non-commisioned officers. The basement and the first or ground story of the barracks hold amusement rooms, personal service rooms, and mess hall, while the roof will be used for sleeping quarters in summer, and for entertainments of the Guard.

In the north end of the basement is a large library; south of it are pool-rooms, the Post Exchange, the barber's room, and bowling-alleys, with store rooms at the south end. On the second floor, along the full length of the arcade, runs the great mess-hall, 130 by 25 feet in size and lined with twelve great windows. Two hundred and fifty-six men will eat in this hall. On the same floor is a large kitchen, also well lighted and aired.

The building is badly needed. The Chinese contractor, to whom the contract was let at a total sum of $165,000 and who supplies all labor and material, has already exceeded the time limit allowed. Lt. Herbert S. Bear, Public Works Officer in charge of construction, says that the work will surely be finished by September 1, 1919, the building having taken thirteen months to erect. Part of the time spent must be laid to delay in getting shipments from America due to the irregular travel of transports. The brick with which the building is faced was all obtained in China, as was the iron work, and the concrete which forms the floors, walls, and stairways of the structure. The woodwork, however, was brought from Japan, and furniture, mechanical fixings and linoleum from America. All the labor is Chinese, two to three hundred coolies being at work every day. Only one of the sub-contracts, that for plumbing, heating and lighting, was let to a foreign firm.

The officers believe that by the fall they will have a building for all Americans to be proud of, well built under the careful oversight of U. S. officers, completely sanitary, well-defended, and good-looking. The one decorative, strictly non-useful detail of the building, by the way—a marine corps emblem in marble on the west side of the building, was carved by a Chinese artist at a cost to the American government of just ten dollars. That shows we can make concessions to Art.

Business and Official Notices

(Continued from Page 20)

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DATE OF AVAILABILITY: single journey tickets will be available for two days; and return tickets up to 15th September, 1919.

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A curious Porcelain Vase, made in the "Sung" Dynasty, nine inches in height, five colours like Jade, engraved with eighteen kinds of Idols and a Dragon-Head. For particulars and inspection, please apply to The Yah Da Heng, Dong Woo Lee, Ningpo Road, Shanghai.
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NOTICE is hereby given that all notes issued by the Bank of Communications, Shanghai Branch, which are stamped "SHANGHAI" are redeemable at face value in Mexican Dollars from the Shanghai Branch of the Bank of Communications.

And notice is also given that the aforesaid notes are accepted by all foreign banks in the settlement, and also at the office of the Shanghai Municipal Council.

THE MANAGER.
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Springtime With U. S. Army Of Occupation

(*From The Stars and Stripes, Paris*)

Down in the tongue of land at the confluence of the Rhine and the Moselle, where the ex-Kaiser's grandfather had reared an imposing monument to himself, there stands an ancient church, dedicated to St. Castor, founded originally in the ninth century, and containing the bones of St. Riza, saintly daughter of a saintly king, and who found such favor in the good Lord's eyes that he gave her the power to walk dryshod over the Rhine many times daily to and from her place of worship. And in front of the church stands a black, weather-beaten monument, raised by the French in 1812 to commemorate their victory over the Russians.

Sitting on one of the stones forming the base of the monument is an American doughboy with an M.P. badge on his arm. The monument is his regular post, as it is past him that the Yank motor trucks make their circuits about the edge of the town to cross the Bridge of Boats into the bridgehead, or the bridge over the Moselle, which leads to the 3rd and 4th Divisions.

They were a group of single gold-stripers, at war with a most glorious world, for the sun was shining brightly over the Rhine and the weather was balmy; and they had just drawn their pay and had fed up on fair-to-middling rations. But they all wanted to go home. Near by sat a grizzled supply sergeant, with seamed, leathery face—saying nothing. Some one asked him if he didn't want to get home.

"Boys," he said, "come a year from this December I'll be in the army 20 years. And I've got a wife in New York and two youngsters, one a girl of 17, now in high school. Course I want to go home; but I'll get there. What-in-hell's the use of raisin' a row about it?" And the little group gazed silently, first at him, then at their stripe—and the clamor was stilled.

The Rhine Esplanade is a beautifully laid-out walk extending for some distance along the Rhine, on the Coblenz side. It was the gift of the Kaiserin Augusta, grandmother of the ex-Kaiser, and her marble statue stands at one end of the walk. Needless to add, the esplanade has now become a favorite promenade these balmy, sunshiny, spring days for Yanks, men and officers, as well as for Red Cross nurses and Y.M.C.A. canteen workers. But the Germans have by no means deserted the place, especially the youngsters, from whom special sand piles have been laid out. Incidentally, there stands facing the esplanade the house taken over by Maj.-Gen. Joseph T. Dickman, commander of the Third Army.

It brings back memories of the alerte signal used to warn Parisians of the presence of the boche airmen. "It" is a siren of wonderful voice perched above the motor transport plant a few kilometers out of Bad Bertrich, headquarters of the 4th Division, on the Alf River. The plant formerly was a German steel mill, and the same siren which summoned the Germans to work and told them when to quit now does the same for the Yanks who work there.

The munitions-exploding labors of American soldiers up around the old Hindenburg Line and in the vicinity of Verdun are being duplicated to a lesser extent in Germany. Around Mayen the boches left a whole lot of it, shells of all sorts, hand grenades, and small-arms ammunition—and there is a sequel. Some of it recently went off with such a bang, some of it, that is, which was blown up not far from Coblenz, that it shook and rattled many windows, and even shattered a few.

Nutmegs in Germany are worth their weight in gold—and there is no gold to be had. Consequently, when the sergeant in charge of the leave area mess at the Neuwied Recreation Center came stringing through the mess halls recently with a couple of good-sized bags of flavorers the eyes of many a boche bulged out until one could easily knock them off with a ball bat. It had the same effect as a circus ticket wagon on a hayseed after an unusually good day. This same sergeant, by the way, makes his female help don spotless white aprons every day; and not a German takes any kind of a bundle out of that mess hall in the evening until some one on guard at the door opens it.

The city of Luxembourg is closed to American soldiers, only a company of M.P.'s being quartered in the city to pick up AWOL's and shoo away American soldiers who have heard of the wonders of the town, and have strayed therein. And even men on leave, passing through, are guarded carefully and taken to and from meals under escort.

Having taught the Germans one or two things about the methods of American warfare, Yanks are now teaching them one or two things about methods of peace—applying more particularly to the pressing of clothes. At Coblenz-Lutzel, where there is an exceedingly busy American salvage factory handling 1,600 articles of salvage clothing daily, it was found that the German help didn't know the first thing about putting creases where they ought to be put. Indeed, some of the pressers seemed to think that a stove-pipe roll was the latest thing in creases in O.D. breeches.

So a canvass of the Third Army was made, and a hurry call sent out for men who had been pressers in civilian life. These now are acting as teachers; also, incidentally, as speeders-up, for the German presser is a firm believer in the adage that the longest way round is the most comfortable way home.

He was a very dilapidated-looking Yank, rather soiled about the face, and unshaven—and though he had not come officially he had reached Berlin at last. And the very first thing he did was to look about him for the most sumptuous eating-palace he could find and order up everything on the bill of fare and lots of what was in the wine cellar. The waiters eyed him askance, but he had on the olive drab of America, and the U. S. of the United States and that meant power. They obliged him. He ate with huge satisfaction, wiped his mouth on very fine linen, and rose to go. But—along came the waiter with a bill; a staggering bill, and he was a very insistent waiter. Moreover, he had no less personage than the manager himself to back him up.

The Awol waved them scornfully aside, and said, very haughtily: "Pay! Me pay! Why, I'm an American, I'm your Guest!"

The manager did some lightening calculating, the upshot of which appeared soon in the guise of two Yanks, summoned hastily from the hotel where is quartered the regular American detachment in Berlin. With them was an officer who listened to the visitor's story. Then he paid the bill, apologised to the manager, and said drily to the Awol:

"Come along with us, brother. We've got a very nifty brig. Consider yourself our guest for a while."

The Yanks, of course, are not permitted to talk to them—but not even a general order can prevent them from giving the frauleins the double O in Coblenz. And, observes a wise old major who came in with the Third Army, they're much better looking than those that were seen at first.

It seems that many parents, having been reliably informed as to the horrendous practices of American cannibals, sent their daughters away, out of danger. But, for some reason or another, the aforesaid practices failed to jibe with the alarmist tales of the German propagandists in Berlin; and now the pretty frauleins are back in the American area. And here's a hot one, from "highest authorities:" The German girls consider the American girls very unbeautiful, and very dowdily dressed, nor can they understand why John Henry Doughboy wants to go back to a land where there are so many more just like that!

The Yanks in Berlin are always eager to get a slant at Ludendorff, famous—or infamous—German field marshal, who was staying at the Adlon up to a short time ago. He looks like a good-humored business man, rather inclined to portliness—and as one watches him moving smilingly about the lobby it seems incomprehensible that only a few short months ago he held a great military nation in the hollow of his hands, and that he caused a lot of Americans who were feeling very well at home, thank you, to come clean across 3,000 miles of water to teach him that democracy is much better than autocracy.

Three-day permissionnaires returning from Paris to the Rhine last week met train after train of 42nd Division troops en route to Brest, hommes 40 style.

"How will you trade?" was the greeting from the comparatively comfortable passenger trains to the Yanks peering out of the box cars.

"Nothing doing," was always the answer. For once they were satisfied to be riding in box cars.

Differing from the daily trips of excursion boats of khaki-clad Yankee or British soldiers, a sight-seeing boat of blue-garbed poilus last Friday steamed down the Rhine from Mayence, the French bridgehead city, to Coblenz. The Frenchmen swarmed ashore during the short stay. On their departure an American excursion boat arrived, and the two steamers, one a solid mass of O.D., the other of horizon blue, proceeded up the river side by side.

American Army Officer And French Bride Both Decorated

Captain W.E. Haberlow and bride.

Captain W. E. Haberlow, of Chicago, and his bride who was Mlle. Jeanne Ernestine Barton, a nurse in the French Army, photographed upon their arrival in New York aboard the steamship Belvedere. Both have been decorated by the French Government for their war services. Captain Haberlow, who served in France with the Thirteenth Engineers, wears the Croix de Guerre with star, and his bride the Medaille d'Reconnaissance. The couple were married in France in February of this year.

Courtesies In France Stir German Surprise

Report Polite Reception At Versailles---Impressed By The Devastated Areas

Berlin, May 3.—German newspapers publish long despatches from those special correspondents who have accompanied the peace delegation to Versailles. On the whole, the correspondents appear to be just a little surprised that they were received with such tact and politeness as was shown to them on their arrival, and most of them pay tribute to the correct official reception given to the delegates and journalists. The journalists one and all were mightily impressed by what they saw on their way through devastated regions of Belgium and France.

"That experience," declares the correspondent of the Vossische Zeitung, "was valuable, and throws a clearer light on many things than a hundred conference sittings and a hundred speeches could possibly do. Whole towns have gone. It is a dead land. Even the vegetation has perished. The trees are splintered to matchwood. Naturally we were given no friendly welcome by those towns. Many a bitter word was thrown at us; many a fist was clenched. But most of the people were silent. But who can be angry on account of that? Who can find, in that, proof of an undying chauvinistic attitude? Those people have suffered terribly, and who can be enraged to hear them now curse the enemy?"

But several of the correspondents, of course, cannot avoid repeating their paltry well-worn old wartime phrases about "those French towns which have suffered so much from English artillery fire."

The Vorwaerts correspondent was struck by the smart way in which the Allied soldiers saluted their officers. "For us Germans, now a curious sight," he mourns. But amid the ruins he was astonished to see the work of restoration going on. That recalls to his mind "Germany's own terrible misery, which will be all the greater because we have lost our faith in our own strength."

The white bread and plentiful food provided at meal times surprised them, too, but they add that the thoughts of conditions at home made this unaccustomed food lose much of its savor.

All the correspondents admit that the German prisoners they saw en route looked well fed and well clad. They dwell, too, on the lighter side of things. How those despatches they send by courier from Versailles to Berlin by a Herr von Bismarck; how two small "type Frauleins" got into trouble for going out of bounds to buy tempting pastry; how good the cigarettes are, and so on. And one of them takes it as the highest flattery when he is told: "But the Germans give bigger tips than even the Americans do."

If you could only see

the sources from which the ice commonly called "Native" is collected you would never have it in the house. It contaminates your food and drink supply, and endangers your life and the lives of those dear to you.

Our PURE, MACHINE-MADE ICE is delivered free anywhere in the Settlements at 2½ Cents (Mex.) per lb.

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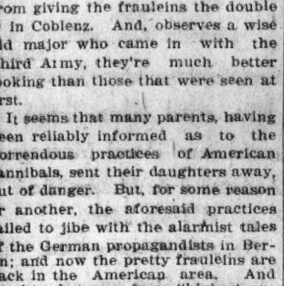

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because,
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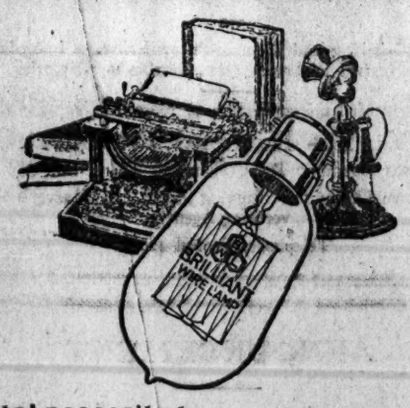

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Good light is more necessary to the efficient working of your business than all the labour-saving appliances that have been invented. There is no business house that is not the better for good lighting. Wherever there is work to be done with efficiency, a staff to keep keen and cheerful, and customers to attract, there good lighting is a vital necessity.

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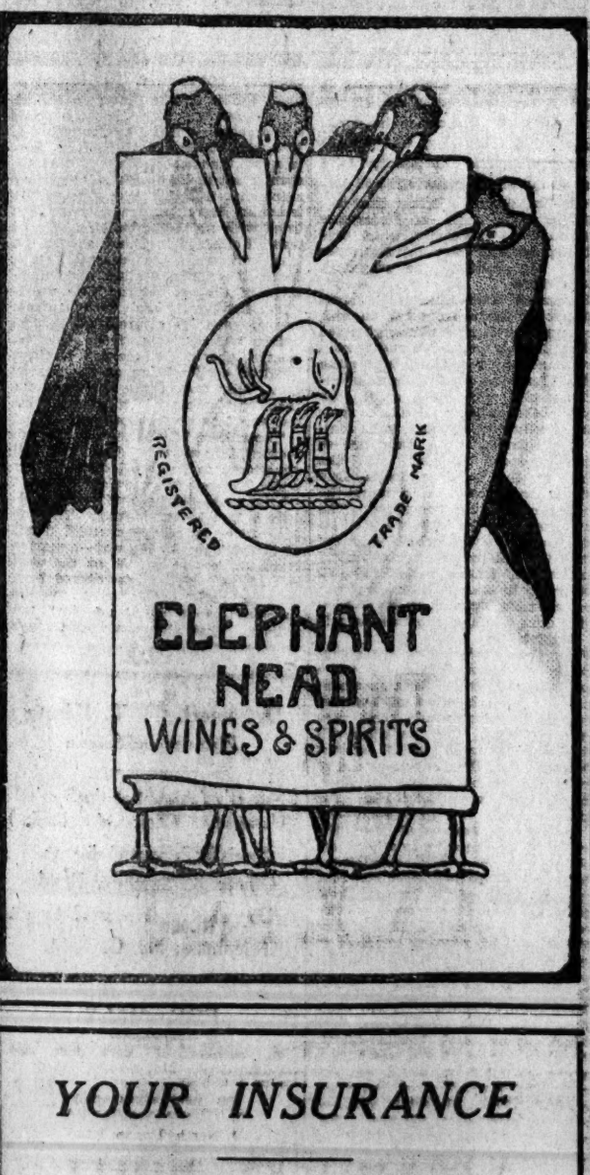

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THE CHINA EXPRESS CO., is the only transportation company specializing in Railway Transportation. Thus you may rely on us for service.

The Chinese Benevolent Association
271-6 Boulevard des Deux Republiques

Benevolent Fund Ticket

First Prize $50,000.00

Issued under the authorisation of the Government of the Republic of China on the 8th July, 1918.

To be drawn among 40,000 successive numbers in full view of the public in Shanghai, China, on the 15th June, 1919.

One tenth of each ticket will be sold at $0.50, the proceeds of which after payment of prizes, charges, etc., will be divided between the Famine Relief Fund and the Benevolent Institutions. The Association reserves to itself the right to allocate the proceeds to the above objects; if any of the tickets are unsold on date of drawing, proportional reduction in the allocation will be made.

Price for Whole Tickets: $5.00

Tickets may be obtained from all dealers.

All prizes won locally will be given at The Chinese Benevolent Association (271-6, Boulevard des Deux Republiques, Shanghai): if abroad, will be paid at the Branch Offices of The Bank of China elsewhere.

The Chinese Benevolent Association

23488

Financial And Commercial News

Exchange and Bullion

Shanghai, June 14, 1919.

Money And Bullion

Sovereigns: buying rate
@ 5/4½=Tls. 3.72
@ exch. 74.9=Mex. $4.97

Gold Dollars: Bank buying rate
@ 125½=Tls. 79.84
@ exch. 74.9=Mex. $106.60

Mex. Dollars: Market Rate 7.46
S'hai Gold Bars: 978 touch Tls. 243
Copper Cash ..... per tael 1835
Native Interest ..... Tls. .04

Latest London Quotations

Bar Silver ..... 54½d.
Bank Rate of Discount 5%
Ex., Paris on London .. Fr. 30.06½
Ex., New York on London T.T. G. $4.64

Exchange Closing Quotations

London ..... T.T. 5/4½
London ..... Demand 5/4¾
India ..... Nom. T.T. 323
Paris ..... Nom. T.T. 806
Paris ..... Nom. Demand 809
New York ..... T.T. 125
New York ..... Demand 125½
Hongkong ..... T.T. 66¾
Japan ..... T.T. 40¾
Batavia ..... T.T. 315½
Singapore ..... T.T. 43¾

Banks Buying Rates

London ..... Demand 5/5½
London .... 4 m/s. Cdts. 5/6½
London .... 4 m/s Docy. 5/7
London .... 6 m/s. Cdts. 5/7½
London .... 6 m/s. Docy. 5/7½
Paris ..... Nom. 4 m/s. 875
New York .... o/d. Docy. 125½
New York ... 4 m/s. Docy. 131¾

Roubles Exchange
Today's Bank Buying Rate For Roubles

Roubles 3,250 ..... =Tls. 100
Roubles 100 ..... =Mex. $4.00

Customs House Exchange Rates For June

Hk. Tls.	3.43	@ 5/2¾	£1
,,	1	@ 784	Francs 8.73
,,	0.74	@ 121½	Gold $1
,,	1	@ 42¾	Yen 2.61
,,	1	@ 15	Rupees 4.37
,,	1	@ 1.50	Mex. $1.50
,,	1	@ —	Roubles —

Shanghai Produce & Stock Exchange
Transactions

Shanghai, June 14, 1919.
BUSINESS DONE

Japan Government Bonds 5%:
Tls. 36.35 June
Tls. 37.20 July
Tls. 37.55 August
Shanghai P. and S. Exchange:
Tls. 20.75 August
Japan-China S. and W. Co.:
Tls. 24.80 July
Tls. 25.20 August
Yangtszepoo C. M. Co.
Tls. 13.70 August
Local Yarns:
Water Moon 16's: Tls. 182.50 July
Tls. 182.10 August

Stock Exchange
Transactions

Shanghai, June 14, 1919.
TODAY'S QUOTATIONS

Official
Anglo-Javas Tls. 8.00
Ewo Cotton (Ord.) Tls. 275.00 June
Shanghai Cotton Tls. 193.00 Sept.

Unofficial
Consolidated Tls. 2.50
Shanghai Docks Tls. 137.00 July
New Engineering: Tls. 26.00 Sept.
Tls. 24.50 June
Yangtszepoo Cotton Tls. 13.50 Sept.
Shanghai Cotton Tls. 183.00

Sharebrokers' Association
Transactions

Shanghai, June 14, 1919.
BUSINESS DONE

Unofficial
Shanghai Hotels 6% Debs. @ Tls. 75.00 cash

Share Market

In their report for week ending June 12, Messrs. J. P. Bisset and Co. write as follows:

Business on the local exchange during the past week has been dull in all classes of stock and few transactions recorded. Cottons remain steady on the whole although in one or two cases lower rates are recorded. Rubber quotations show little or no change.

PARIS EXCHANGE

(French Wireless To Reuter)

Paris, June 13.—(Via Lyons and Koukaza).—The Paris exchange:

War Loans:
Paris-London cheques 29.24
3 percent 61.90
4 percent 1917 ..... 70.90
4 percent 1918 ..... 71.60
5 percent 88.05

Cotton And Yarn

Messrs. Ilbert and Co. write as follows in their report for week ending June 13:

Piece Goods

Business of all kinds has been brought to a complete standstill during the week by the agitation organised locally by the students and other bodies against the continuance in office of certain members of the Peking Government, and it is no exaggeration to say that Shanghai has passed through one of the most critical weeks of its history. The circumstances, which have been fully related in the press, need not be detailed here, but it is not out of place to emphasise the fact that the vast commercial interests of Shanghai have been seriously jeopardised by the machinations of one section of Chinese politicians against the other, under cover of foreign protection. It is to be hoped that the authorities concerned will take steps to prevent a repetition of this state of affairs and to make it clear that whatever the private sympathies of Europeans may be, the existence of this port depends upon the preservation of its purely industrial character, and that those who attempt to convert it into a mere pawn in Chinese politics are more likely to defeat rather than achieve their own ends by doing so.

It goes without saying that there is next to no business to refer to. At different times during the week there have been organised strikes in practically every industry in the port, though fortunately most of the cotton mills have been able to continue work with a reduced number of laborers. Telephonic, railway and steamer communications have been interrupted while the native banks were closed for several days, with the natural consequence that the movement of all cargo has been suspended. At the moment of writing there are hopeful indications that the tension is at an end and that trade, which beneath the surface is in an extremely healthy state, should once more become normal in the immediate future.

Grey Shirtings Generally.—Owing to the agitation referred to above resulting in the general cessation of all business no auctions were held during the week under review. The undertone of our market, however, continues very firm and the tendency is for higher prices.

9-11 lbs.—Small private sales are reported in Pigshead at Tls. 9.00 and Nine Boys at Tls. 8.00.

12 lbs. 36 inches.—One transaction has been brought to our notice in Blue Round Dragon at Tls. 10.00.

White Shirtings.—For the reason above mentioned business has been confined to a few private sales, details as follows: Nine Round Dragons at Tls. 12.25, Five boys at Tls. 11.25, Blue Round Dragon at Tls. 11.25, Theater at Tls. 10.00, Nine Boys at Tls. 9.60 and Mountain Flower No. 4 at Tls. 9.40. Tendency of market firm.

Cotton.—Owing to the general strikes which have been completely upsetting the trade of this settlement throughout the week we have no business to report in the local staple.

Reuter's recent quotations are cabled as follows: Good Middling American at 19.50d. Egyptian Sakellaridis at 26.84d. and M. G. Bengals at 15.20d per lb.

Local Yarn.—Due to the local agitation our market is entirely closed. The undertone, however, as far as we can gather is quite strong.

Indian Yarn.—Market strong. We have the following business to report:

No. 10's 100 bales Jamshed Compass at Tls. 152.00, 100 bales Naranjee at Tls. 1511.00, 100 bales Connaught at Tls. 150.00.

No. 12's. 50 bales Currimbhoy at Tls. 166.00.

Japanese Yarn.—The local boycott still continues unabated and no sales are recorded.

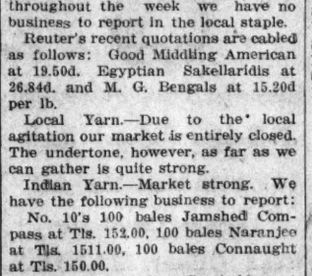
LONDON TEA MARKET

Reuter's Service

London, June 4.—Today's Tea prices and deliveries were as follows:

	lbs.
Total Stock in London	123,000,000
Months Deliveries	38,600,000
Months Deliveries of China Congous	700,000
Stock of China Congous	3,990,000
Months Deliveries of China Greens (Hyson, Young Hyson, Imperial and Gunpowder)	210,000
Stock of China Green	1,130,000
Months Deliveries of Indian Tea	25,960,000
Stock of Indian Tea	80,700,000
Months Deliveries of Ceylon Tea	10,700,000
Stock of Ceylon Tea	33,690,000

司公鏡眼金精國中
Refracting and Manufacturing



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ZEPPELIN IS THE REAL AIR LINER OF FUTURE

Transatlantic Dirigible Has All Comforts—Moored To Aerial Hitching Post

The spectacle of Hawker and Raynham in Newfoundland waiting for a moment meteorologically clear across the Atlantic and of the feverish tests and experiments which American navy officers conducted with three NC seaplanes made many persons wonder why a British Zeppelin has not crossed the ocean. Time and time again during the war the Zeppelin proved its ability to travel vast distances with a degree of comfort to its passengers hardly attainable on an airplane. The record made by a German Zeppelin in traveling from Bulgaria to the heart of Africa and return, a distance over twice as great as that which must be covered from Newfoundland to Ireland, speaks for itself.

So far as the immediate future is concerned, the tired business man is more likely to trust himself to a Zeppelin than to an airplane when it becomes necessary to cross the ocean by something speedier than the fastest steamship. The very careful consideration of aviation after the war by the British Parliamentary Committee on Civil Aerial Transport impresses one with the fact that at present five hundred miles is the economical commercial limit of a journey by airplane. At present longer voyages must be considered in the light of extraordinary performances difficult to repeat.

Airplane's Only Advantage Is Speed

The great British airships can attain a speed of about sixty miles an hour, they can lift thirty tons; they can stay in the air for thirty-six hours. The airplane has only one advantage over the Zeppelin—the advantage of speed. The slowest airplane of today is faster than the fastest Zeppelin.

So far as mere comfort is concerned, your luxurious Wall Street banker will prefer a Zeppelin. A man may sleep far more comfortably on board a dirigible driven by silenced engines than in a railway car. Moreover, the sleeping accommodations can be placed far from the power plant. The incessant roar of the engines, the singing of wire that accompany the progress of an airplane through the atmosphere are absent.

And then suppose an engine should fail. The airplane must descend if repairs cannot be made in mid-air. The airship, on the other hand, simply floats in the air like the huge bubble of gas that it is. The minimum height at which an airplane can fly is about three thousand feet when short journeys are undertaken. Safety lies in height, room must be allowed for gliding down. An airship, on the other hand, may cleave the air within a few hundred feet of the housestops. If the tired business man is not too tired to enjoy the beauties of an ocean that rapidly unfold itself to his view like an unrolling map, the transatlantic Zeppelin has more to offer him than an airplane.

These advantages of the rigid airship over the airplane have not been lost on one of the British firms of airship builders. It actually intends to build a veritable leviathan of the air—a craft which will be 800 feet long, and which will have many of the sybaritic comforts that we associate with the more luxurious transatlantic steamships.

Equipped Even To A Lift

You step on board this transatlantic liner. You find familiar saloons, drawing-rooms, a smoking-room, and state-rooms. But what leaves you breathless is a lift—yes, a lift that takes you from the keel through the very gas bag itself and deposits you on top of the envelope, where you will find sun-rooms.

Because the construction of an appropriate shed would run into the millions, with its elaborate inflating machinery, pumps, and handling devices, this huge transatlantic craft is to be moored to a tall steel tower—a veritable hitching post. You ride up to the tower in a lift. You step out upon a gangway that leads you through the very nose of the giant yellow airship, swinging in the wind like a weather vane into the bowels of the gigantic hull. After all, why not? It is just as senseless to house an airship after a journey as it is to house an ocean steamship. To be practicable, a transatlantic dirigible must be as weatherproof, as stormproof as any fishing smack.

In your mind's eye can't you see the great cities of America and Europe, New York, Chicago, St. Louis, Montreal, London, Paris, Rome—fringed with mooring towers after the English plan? Can't you see the business man of St. Lou's traveling in a lift up in the tower to which a transatlantic Zeppelin is moored and beginning his journey to London, not from some seaport, but from his own home town?

Drink
ASAHI
BEER

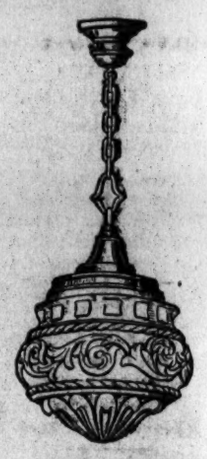
Dai Nippon Brewery Co., Ltd.
Phone: North 2560

PAINLESS DENTIST

Specialist in Crown, Bridge and Plate Work; Painless Extractions; and Oral Diseases

DR. THOS. DONOHOE
PAINLESS DENTIST
83 SZECHUEN ROAD
(15 EZRA ROAD)
Telephone, Central 2743
Consultation Hours
9 to 12 — 1 to 6
Graduate University of Cal., U. S. A.

Home and Office Lighting



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Glass Ware

Visit our Electrical Showroom and let us show you the great variety of beautiful lighting fixtures which we carry in stock—globes for every room and hall.

Economical, Efficient

G-E EDISON LAMPS - WIRING INSTALLATIONS
ELECTRICAL SHOWROOM
Andersen, Meyer & Co., Limited.
1a Yuen Ming Yuen Road — Telephone Central 778

Have a "Turkish A.A."

Made of Carefully blended Grades of Turkish leaf,

Turkish Tobacco is acknowledged to be the world's best Tobacco for Cigarettes.

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI LOCAL TIME IS ONE HOUR AHEAD OF RAILWAY TIME

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local
Shanghai North ..... dep.	....	7.35	9.00	10.00	....	14.50	15.50	....
Jessfield ..... dep.	....	7.51	9.16	10.23	....	15.06	16.06	....
Siccawei ..... dep.	....	7.58	9.23	10.38	....	15 13	16 13	....
Lunghwa Junction ..... dep.	....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South ..... dep.	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*
Lunghwa Junction ..... dep.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*
Sungkiang ..... dep.	....	8.59	10.48	12.02	....	16.07	17 42	....
Kaskai ..... dep.	....	9.51	11.52	13.28	....	16.58	18.49	....
Kashing ..... dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....
Yehzah ..... dep.	8.45	11.05	13.15	15.50	....	17.53	....	....
Changan ..... dep.	9.45	11.41	14.00	16.50	....	18 24	....	....
Hangchow ..... dep.	11.10	12.50	15.25	18.30	....	19.19	....	....
Zahkou ..... arr.	11.85	13.10	15.50	19.00	....	19.35	....	....

STATIONS	Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local
Zahkou ..... dep.	....	....	6.30	7.55	....	9.20	14.10	15.30
Hangchow ..... dep.	....	....	7.00	8.30	....	10.00	14.35	16.05
Changan ..... dep.	....	....	8.04	9.48	....	11.40	15.20	17.36
Yehzah ..... dep.	....	....	8.41	10.31	....	12.39	15.51	18.40
Kasling ..... dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30
Kaskai ..... dep.	....	7.48	9.53	11.55	....	14.48	16.52	....
Sungkiang ..... dep.	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction ..... dep.	*8.18*	*10.38*	*11.38*	*14.08*	*15.33*	*17.23*	*18.23*	....
Shanghai South ..... arr.	*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghwa Junction ..... dep.	....	10 30	11.35	14.05	....	17.18	18.20	....
Siccawei ..... dep.	....	10.39	11.44	14.14	....	17.28	18.29	....
Jessfield ..... dep.	....	10.46	11.51	14.21	....	17.37	18.36	....
Shanghai North ..... arr.	....	11.00	12.05	14.35	....	17.55	18.50	....

KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO

Konzenchiao....	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	—	10.10	12.25	....	17.20	....
Kenshangmun..	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow.....	dep.	7.30	10.40	12.45	14.55	17.50	19.15
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun..	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou.....	arr.	—	9.40	12.10	....	16.55	....	Konzenchiao....	arr.	7.55	11.10	13.10	15.25	18.20	19.40

E. Restaurant Car.

Cotton Market

Messrs. A. B. Rosenfeld and Son write as follows in their report for week ending June 13:

China Cotton.—Since writing our last report a week ago this morning, the cotton market has experienced a sharp decline in sympathy with the heavy drop in Mid-Americans. Business, however, during the first few days was practically at a standstill on account of the patriotic movement and what little business was transacted was done with repeated attempts to bring about speculative scares. At the close, however, Mid-Americans recovered some 270 points, in consequence of which our market responded accordingly.

As to the question of consumption, nothing bearish has come to light and the fear of a reaction in the yarn trade is gradually giving way to a feeling of assurance that no weakness is likely to develop in this direction for some time to come.

As to the crop outlook, we think that with the exception of Honan, Shensi and scattered localities in the Yangtsze Valley, evidence has been accumulating that the favorable weather which has prevailed the past week has been instrumental in bringing about a marked improvement in its condition. This may especially be said of the Kiangsu, Chekiang, Yangtsze and Chihli Cotton Belts, where the present outlook, with a late fall, would justify the expectation of a fair yield, although our reports from Honan and Shensi Belts are by far less cheerful.

Meanwhile, the course of the market will continue to be governed by the future outlook of the world markets, and chiefly by the progress of the crops. The critical months of July and August are still ahead of us, and the trade's attention will be centered not only on weather conditions, but also on possible damage from insects, bollweevil, etc. While the technical position of the market may offer opportunities for occasional scalping operations, the progress of the crops in the American Indian and the China Cotton Belts (and the peace possibilities) will continue to be the chief basis for important price changes. Tone of the market, firm.

Messrs. J. Spunt and Co. report as follows for the week ending June 14:

China Cotton.—Our market during the past week may be set down as having been practically lifeless in that no transaction worth while being recorded has been consummated and which situation may be attributed in a great measure to the persistency in the boycott and other patriotic movements which have affected for the time being the otherwise regular course of trading in general.

However with the return of normal conditions, signs of which are now becoming more visible, we have no doubt but that we may look forward to an early resumption of activities in the local trading and in Cotton in particular which will naturally enable one to register the trend of rates on the local staple pending which the tone of the market, in view of the sharp rise in Mid-American, evinces more of an inclination to be steady.

The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at

10 Canton Road,

Shanghai.

ASTOR HOUSE HOTEL
TIENTSIN

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Every Bedroom with private Bath and Toilet.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund 2,000,000
Reserve Liability of Shareholders £2,100,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminister and Parrs Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Manila	Taiping
Delhi	Medan	(F. M. S.
Haiphong	New York	Tavoy (Lower
Hankow	Peking	Burma)
Hongkong	Penang	Tientsin
	Yokohama	

Shanghai Branch 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

BANQUE DE L'INDO-CHINE

Capital ..... Frs. 48,000,000.00
Reserve ..... Frs. 50,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoete	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital ..... Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

P. C. KONG,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2/+ $15,000,000
Silver 21,000,000
$36,000,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors:
J. A. Plummer Esq., Chairman.
E. V. D. Parr Esq., Deputy Chairman.
A. H. Compton Esq.
Hon. Mr. S. H. Dodwell.
G. T. M. Edkins Esq.
C. S. Gubbay Esq.
Hon. Mr. P. H. Holyoak.
Hon. Mr. D. Landale.
W. L. Pattenden Esq.

Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala-Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County Westminister and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,980,000
	Kug. Tls.
Capital Contributed by the Chinese Government ..	3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street. E.C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Soiete Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun	Hankow	O/Amur
(Kwan-chendze)	Harbin	Peking
	Hongkong	Shanghai
Chefoo	Manchouli	Tientsin
Dairen (Dalny)	Newchwang	Vladivostock
		Yokohama

85 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Desposit Boxes.

L. JEZLERSKI,
G. CARRERE.
Managers for Asia.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital $1,000,000.00
Reserve Fund 391,347.41

Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Central 2650
General Office: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Y according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit grant on approved securities.

Savings Accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIH, Sub-Manager.
C. C. YANG, Sub-Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital ... $66,000,000.00
Paid-Up Capital $12,279,800.00
Reserve Fund $1,298,552.60
Special Reserve Fund $1,898,923.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dairy	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Shanghai, 15th February, 1919.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital: Sh. Tls. 5,000,000
Paid-Up Capital Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

行 銀 豐 永
Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
Head Office: Tientsin

Subscribed Capital $2,000,000
Paid-Up Capital $1,020,000
Reserve Fund .....$ 20,000

Deputy Managing Director:
SUN TAO SAN

Managing Director:
NIEH CHI-WEI

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang
Shanghai	Soochow	Changsha
Peking	Wusieh	Shasi
Hankow	Hangchow	Wuhu
Nanking	Ningpo	London
Yangchow	Shaoshing	New York
Hsuchow	Canton	San Francisco
Pengpu	Hongkong	Boston
Changchun	Changteh	Tokio
Antung	Chengchow	Kobe
Kiukiang	Tsinkiangpu	Osaka
	Yokohama	

And also other principal cities in foreign countries.

SHANGHAI BRANCH.
S. 441 Ningpo Road.

Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
T. D. ZAU, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus ...U.S. $6,500,000
Undivided Profits .U.S. $2,563,000.00

H. T. S. Green,
President & General Manager.
London Office:
36 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.
West Indian and Central American Branches:
Republic of Panama: Panama, Colon
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

THE BANK OF CANTON, LIMITED.

Incorporated 1912.

Capital (fully paid)	H.$	2,000,000.00
Reserve Fund	H.$	400,000.00
Investment reserve fund	H.$	40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	San Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.
Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

Capital Subscribed .. Yen 48,000,000
Capital Paid-up .... Yen 42,000,000
Reserve Fund ..... Yen 25,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	Seattle
Bombay	London	Shanghai
Buenos Ayres	Lyons	Shimonoseki
Calcutta	Manila	Singapore
Changchun	Mukden	Sourabaya
Dalny	Nagasaki	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokio
Hongkong	Osaka	Tsinanfu
Honolulu	Peking	Tsingtau
Kaiyuen	Rangoon	Valdivostock
Kobe	S. Francisco	

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
one-third of the Capital, i. e., Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital £1,500,000
Paid up Capital 750,000
Reserve Fund 700,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager
26 The Bund.

Resources: Pesos 248,000,000

Philippine National Bank

No. 1 The Bund, Shanghai

Telephone: Central 2741

Head Office: MANILA

BRANCHES:
37 Broadway, New York, and throughout the Philippines.

Correspondents at principal cities in the Orient, United States and Europe.

CHECKING AND SAVING ACCOUNTS: FIXED DEPOSIT
Exchange Bought and Sold
Commercial and Travellers' Letters of Credit
Travellers' Checks

Banque Belge Pour L'Etranger

Societe Aponyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-Up Capital £2,000,000
Reserve Fund £431,890
Special Reserve Fund £120,000

Head office: BRUSSELS
London: 2 Bishopsgate, E.C.2
Branches: Alexandria, Tantah, Cairo, Peking, Tientsin, Rotterdam.
Agents:
New York: 31 Pine Street
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Societe Generale de Belgique

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque Nationale de Credit.
Lyons: Banque Nationale de Credit.
Marseilles: Banque Nationale de Credit.
New York: Guaranty Trust Co. of New York.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS.
Manager.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.
Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Reserve Fund—
Guilders 12,760,286 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Betong
Kota-Radja	Rangoon	Tjilatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

Launch Services

TODAY

The tender Alexandra conveying passengers and mails on board the R.M.S. Empress of Asia will leave the Customs Jetty at 6:30 a.m.

Tuesday, June 17, 1919.

The tender conveing passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 1 p.m.

The tender Alexandra conveying passengers and mails on board the R. M.S. Empress of Japan will leave the Customs Jetty at 8 p.m.

ASIA BANKING CORPORATION

An American Bank

Head Office—New York City
Head Office for Far East—Shanghai

OTHER BRANCH OFFICES
Peking-Tientsin-Hankow

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

JAPAN TRADED 'EQUALITY' FOR SHANTUNG RIGHTS

Paris Despatch Of April 13 Says It Would Have Quit Conference Otherwise

Paris, April 13.—Will Japan withdraw her delegates from the Peace Conference?

That is the question that has been agitating Paris since it became known that the revised draft of the League of Nations covenant does not contain a provision against racial discriminations. Various efforts have been under way to soothe Japan's dignity, but how far they will be successful cannot yet be said.

Have Orders To Return

Baron Makino, head of the Mikado's envoys, has received definite instructions to return to Japan in the event that the race clause is not adopted, and it would not be surprising to other delegations were he to follow these orders. Some of the leading men here, however, are inclined to the belief that the Japanese will remain and proceed on a trading basis, seeking compensation for what they are said to regard as a deliberate affront by pressing claims in Asia that heretofore have not been viewed with favor.

Conditions looking toward the completion of peace agreements were far from healthy, anyway, and the Japanese complication, plus the mess into which the question of reparations has been brought—a mess that is daily becoming worse—does not tend to lighten the trouble.

British Blocked Change

Great Britain alone, because of the insistence of Australia, blocked the inclusion of the race equality section in the Constitution of the league. Premier Hughes declined to listen to any compromise, declaring that his people are unanimously against any action which might even remotely affect the right of the Commonwealth to regulate immigration.

The best efforts of President Wilson to bring over the recalcitrant were futile, and when the meeting broke up at 1:30 Saturday morning all the members of the League Commission looked very grave.

AMUSEMENTS

APOLLO THEATRE, MONDAY, June 16th, 17th, & 18th

The Five-Reel Vitagraph Super-Feature Film

"ALLADIN FROM BROADWAY"

"ALLADIN FROM BROADWAY"

STARRING

ANTONIO MORENO —— EDITH STOREY

It is an adventure story that lends itself to screen presentation, and its romantic plot, picturesque settings and abundant life and coloring are used with skill.

NEW YORK, DAMASCUS, MECCA AND THE DESERT form a background of the story

ANTONIO MORENO AND EDITH STOREY as the principal characters

THERE COULD ONLY BE ONE RESULT —— THE PERFECT PHOTO-PLAY

Pathe's American Gazette

"SAFETY FIRST AMBROSE"

The happy band of Keystone Comedians under Mack Sennett, will amuse you.

Matinee Today 3.30 p.m. "POTS AND PANS PEGGY" Five Parts

Time and Prices as usual Book at Robinson's.

Coming: PEARL WHITE in "THE LIGHTNING RAIDER" 15 Episodes

ISIS THEATRE

SUNDAY MATINEE AND EVENING

"The Bulls Eye" 5th and 6th Episodes

Douglas Fairbanks "Flirting with Fate" Five-Parts Great fun and laughter throughout the five reels

COMMENCING FROM MONDAY, 16th JUNE

TRIANGLE PROGRAMME

Thomas Ince's Super-Production

"MADCAP MADGE"

An Excellent Comedy-Drama — Crammed with Laughs and Merriment — Leading Star

OLIVE THOMAS

A pretty rising screen Comedienne, superior in fun-making and entertaining to any lady artist we have seen.

Take a Box Seat for 50 Cents. See her play. She is an expert in the curing of Indigestion, Kidney Disease and Bad Temper. She is gifted with the power of infusing greater happiness into the soul and body of those who are blessed with happiness and plenty. No cure, no pay.

This Theatre is known to be the coolest and most comfortable place for amusement. Good Music is now provided. Undesirable persons are refused admittance.

Dress Circle 40 cents.; Box Seat 50 cents. The Isis Theatre is a British Concern

AMUSEMENTS

St. GEORGE'S GARDEN

Bubbling Well Road

TONIGHT

Open Air Cinema Show

FANNY WARD in "A JAPANESE NIGHTINGALE" 5 Parts Comedy

Pathe's American Gazette and Comedies.

TONIGHT APOLLO THEATRE TONIGHT

GLADYS HULETTE GLADYS HULETTE

In a Five-Part Gold Rooster Film

"POTS AND PANS PEGGY" "POTS AND PANS PEGGY"

Gladys is just lovable in her character as the Irish servant girl, and her Irishisms are great. Everyboy likes this winsome comedienne, and you will have a good time with this clever picture.

British Gazette — PATHE'S — American Gazette

Lonesome Luke in "Wanted $5,000"

Harold Lloyd gets home with the laughs in this film. A good fun picture.

Matinee, Today 3.30 p.m. "Pots-And-Pans-Peggy"

On Monday Next

ANTONIO MORENO

— in —

"Aladdin from Broadway"

A Five-Part Comedy Drama of the kind you just revel in.

EXTRAORDINARY ATTRACTION

At the Victoria Theatre

The Famous Drury Lane Melodrama

"SPORTING LIFE"

IN SEVEN PARTS

A Tremendous Tale of Fast Horses, Flying Fists and Beautiful Women, Now Produced With All The World For Its Stage

IT WILL BE EXHIBITED FOR TWO NIGHTS ONLY

June 15th and 16th

MATINEE Today at 3.30 p.m.

Admission Prices: $1.50 and $1.00

SPECIAL MUSIC

AMUSEMENTS

AMERICAN BOYS!

AMERICAN BOYS!

Columbia Park Boys' School Club of San Francisco, (U. S. A.)

Touring the World under the direction of Major S. S. Peixotto

42 of Them

42 of Them

Variety Entertainment and Dance in the beautiful Palm Garden of

THE ASTOR HOUSE HOTEL SHANGHAI

—— TWO NIGHTS ONLY ——

Saturday and Sunday, June 21st and 22nd at 9.30 p.m.

Fine Military Band of 38 Pieces and Famous Jazz Dance Orchestra

American War Song Revue presenting songs that stirred America during the War.

Comedians, Acrobats, Dancers, Sketches

The Whirling Arabs, in a series of Tumbling, Leaping, Diving, and Pyramid Building

Marching Drill by full Military Band

Street Parade and Concert at Noon (Saturday)

Dancing for Public commencing at 11.30 p.m.

Entrance: $3.00

Tickets at Astor House Hotel Office (No Reservations).

AT THE OLYMPIC THEATRE

on June 15th and 16th

MABEL NORMAND'S MOST GLITTERING PLAY In Seven Parts

"DODGING — A — MILLION"

A Drama of Thrills, Mystery, Laughter and Love.

The Romance of An Heiress Who Lived in Luxury on Nothing A Year.

ONE MILLION DOLLARS

A Beautiful Heiress

A Handsome Lover

A Mysterious Foreigner

A Trunkful of Jewels

A Bottle of Slow Poison

TWO DOZEN MANNEQUINS and ALL THE CLOTHES IN THE WORLD

ADMISSION: $1.50 and $1.00

ANTONIO MORENO THE FAMOUS DRAMATIC STAR IN HIS

BEST CINEMA DRAMA "A PRICE FOR FOLLY"

IN FIVE ACTS

IS TO BE SEEN AT THE VICTORIA THEATRE ON JUNE 17th, 18th and 19th

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. **Kiangyung**, Captain W. Mellwains, will leave on **Sunday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Str. **Kiangwah**, Captain John McArthur, will leave on **Monday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Kutwo**, 2,664 tons, Captain Gibb, will leave on **Monday, June 16**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Nagivation Co.'s Steamer **Chungking**, Captain J. Meathrel, will leave on **Monday, June 16**, at about 12 o'clock midnight. Fo Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Co.'s Steamer **Yohyang Maru**, Captain Y. Ikeda, will be despatched from N.K.K. Pootung Wharf on **Tuesday, June 17**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Ngankin**, Captain H. A. Wavell, will leave from the French Bund on **Tuesday, June 17**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, No. 77. Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Tuckwo**, 3,770 tons, Captain Campbell, will leave on **Tuesday, June 17**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.** General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Steamer **Siangyang Maru**, Captain J. A. Scott, will be despatched from N.Y.K. Mail Wharf on **Wednesday, June 18**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Wuchang**, Captain Pickard, will leave on **Wednesday, June 18**, at about 12 o'clock midnight. For Freight apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Chartered Steamer **Hwah Lee**, tons 1,151, will leave on **Thursday, June 19**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Tatung**, Captain C. C. Williams, will leave from the French Bund on **Thursday, June 19**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Loongwo**, tons 3,925, Captain Finlison, will leave on **Friday, June 20**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

For Southern Ports

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Kwangse**, Captain J. D. Milne, will leave on **Sunday, June 15**, at 11 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

Ningpo:—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Stott R. N. R., will leave from the French Bund on **Monday, June 16**, at 5:30 p.m. For Freight or Passage apply to **BUTTERFIELD & Swire**, Agents., French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY & SWATOW.—The China Navigation Co.'s Steamer **Holhow**, Captain F. M. Dillon, will leave on **Tuesday, June 17**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Tean**, Captain A. J. Scott, will leave from the French Bund direct for the above ports on **Tuesday, June 17**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77. Passage Tel. No. 401.

SINGAPORE via MANILA.—The Str. **Arabia Maru**, Capt. T. Saito, will be despatched from the Co.'s Yangtszepoo Wharf on **Wednesday, June 18**. The steam-launch conveying passengers on board will leave the Custom jetty at ——— on the same day. For Freight and Passage please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sunning**, Captain W. Benson, will leave from the French Bund direct for the above ports on **Thursday, June 19**, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight. Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. **Chicago Maru**, Captain S. Yamaue, will be despatched from the Co.'s Yangtszepoo Wharf on **June 24**, ——— The steam-launch conveying passengers on board will leave the Custom jetty at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central 4234 and 4235.

For Northern Ports

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. **Shuntien**, Captain Northcombe, will leave from the French Bund on **Sunday, June 15**, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

CHEFOO & NEWCHWANG.—The Str. **Tooman**, Captain C. Taylor, will leave on **Tuesday** morning. For Freight or Pasage apply to **C.M.S.N. Co.**

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Shengking**, Captain K. E. Cuebben, will leave from the French Bund on **Tuesday, June 17**, at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

TIENTSIN and DAIREN.— The Steamer **Kohoku Maru**, Captain M. Tsugaki will be dedspatched from the Co.'s Yangtszepoo Wharf on **June 17**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin** Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN.** KAISHA, No. 4, The Bund. Tel. No. 4234 and 4235.

ANTUNG.—The China Navigation Co.'s Steamer **Ningpo**, Captain W. J. Freer, will leave on **Thursday, June 19**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

TIENTSIN DIRECT.—The K.M.A. Str. **Kwangping**, will despatch on **Wednesday, June 18**. For Freight or Passage, apply to Agent, 1 Jinkee Road, Tel. Central 1115.

For Foreign Ports

LONDON via MARSEILLES.—The Steamer **Andes Maru**, Captain T. Kamiashi, will be despatched from the Co.'s No. 9 Buoy on **Tuesday, June 17**. For Freight pelase apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund Tel. Central No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Arabia Maru**, Captain T. Saito, will be despatched on **Sunday, July 20**. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-alunch conveying passengers on board will leave the Custom's Jetty at ——— on the same day. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Manila Maru**, Captain N. Kobayashi, will be despatched on **Thursday, July 24**. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-alunch conveying passengers on board will leave the Custom's Jetty at ——— on the same day. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel No. 4234 & 4047.

LONDON via MARSEILLES.—The Steamer **Altai Maru**, Captain T. Fuchigami, will be despatched from the Co.'s No. 9 Buoy on **July 27**. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central 4234 & 4235.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
June	21	— San Francisco	Venezuela	Am.	P.M.S.N. Co
June	21	— New York	Egremont Castle	Br.	D. & Co.
June	27	— Seattle	Fushimi Maru	Jap.	N. Y. K.
June	27	— Vancouver	E. of Japan	Br.	C.P.O.S.
June	28	— San Francisco	Korea Maru	Jap.	T.K.K.
July	5	— San Francisco	China	Am.	C.M.S.S. Co.
July	5	— San Francisco	Kaiyei Maru	Jap.	D. & Co.
July	8	— New York	Euryades	Br.	B.& S.
July	10	— Seattle	West Munham	Am.	R. D. Co.
July	12	— Vancouver	E. of Russia	Br.	C.P.O.S.
July	13	— San Francisco	Stanley Dollar	Br.	R. D. Co.
July	15	— San Francisco	Cardareta	Am.	R. D. Co.
July	15	— Vancouver	Bessie Dollar	Br.	R. D. Co.
July	15	— San Francisco	West Sequana	Am.	P.M.S.S. Co.
July	19	— San Francisco	Ecuador	Am.	P.M.S.S. Co.
July	24	— San Francisco	Tenyo Maru	Jap.	T.K.K.
July	25	— Vancouver	Monteagle	Br.	C.P.O.S.
Aug.	2	— San Francisco	Siberia Maru	Jap.	N.K.K.
Aug.	7	— San Francisco	Tancred	Am.	R. D. Co.
Aug.	9	— Vancouver	E. of Asia	Br.	C.P.O.S.
Aug.	16	— San Francisco	Shinyo Maru	Jap.	T.K.K.
Aug.	22	— San Francisco	Nanking	Am.	C.M.S.S. Co.
Aug.	—	— San Francisco	West Conab	Am.	P.M.S.S. Co.
Sept.	9	— San Francisco	Korea Maru	Jap.	T.K.K.
Sept.	14	— San Francisco	China	Am.	C.M.S.S. Co.

FOR JAPAN PORTS

———	—	— Kobe and Yokohama	Nera	Fr.	M.M. Cie
June	—	— Kobe & Yokohama	Sphinx	Fr.	M.M. Cie
June	17	— N'saki, Kobe, Y'hama	Yamashiro Maru	Jap.	N. Y. K.
June	18	— Moji, Kobe & Osaka	Takeshima Maru	Jap.	N. Y. K.
June	20	— N'saki, Kobe & Y'hama	Wakanoura Maru	Jap.	N.Y.K.
June	21	— Moji, Kobe & Osaka	Yawata Maru	Jap.	N. Y. K.
June	25	— Moji, Kobe & Osaka	Omi Maru	Jap.	N. Y. K.
June	28	— N'saki, Kobe, Y'hama.	Kasuga Maru	Jap.	N. Y. K.

FOR EUROPE INDIA, STRAITS, ETC.

———	—	— Marseilles	Nera	Fr.	M.M. Cie
———	—	— London	C. of Colombo	Br.	J.M. & Co.
June	17	— London, etc.	Andes Maru	Jap.	O. S. K.
June	18	— Liverpool	Teucer	Br.	B. & S.
June	20	— London	Glenamoy	Br.	G. L. E. A.
June	22	— London	Glenapp	Br.	G. L. E. A.
June	26	— London	Talthybius	Br.	B. & S.
June	30	— London	Tamba Maru	Jap.	N. Y. K.
June	—	— London	Altai Maru	Jap.	O. S. K.
June	—	— Marseilles	Sphinx	Fr.	M.M. Cie
July	3	— Liverpool	Ningchow	Br.	B. & S.
July	3	— Bombay	Dunera	Br.	P.&O.S.N. Co.
July	3	— London	Jason	Br.	B. & S.
July	10	— London	Idomeneus	Br.	B. & S.
July	17	— Liverpool	Tydeus	Br.	B. & S.
July	23	— Settle	Katori Maru	Jap.	N. Y. K.
July	24	— London	Neleus	Br.	B. & S.
July	30	— London	Pembrokeshire	Br.	G. L. E. A.
July	—	— London	Kansas	Am.	J.M. & Co.
July	—	— London	Kentucky	Am.	J.M. & Co.
Aug.	7	— London	Teiresias	Br.	B. & S.

FOR SOUTHERN PORTS

June	15	11.00*	Hongkong & Canton	Kwangse	Br.	B. & S.
June	16	5.30	Ningpo	Hsin Peking	Br.	B. & S.
June	16	4.30	Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
June	17	5.30	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
June	17	—	Hongkong	E. of Japan	Br.	C.P.O.S.
June	17	D.L.	H'kong & Canton	Tean	Br.	B. & S.
June	17	D.L.	Amoy & Swatow	Hoihow	Br.	B. & S.
June	19	D.L.	Amoy, H'kong, C'ton	West Sequana	Br.	B. & S.
June	20	—	Manila & Hongkong	Sunning	Am.	P.M.S.S. Co.
June	21	—	Hongkong	China	Am.	C.M.S.S. Co.
June	28	—	Hongkong & Manila	Ecuador	Am.	P.M.S.S. Co.

FOR NORTHERN PORTS

June	15	10.00*	W'wei, C'foo, T'tsin	Shuntien	Br.	B. & S.
June	17	2.00	Dairen & Tsingtau	Sakaki Maru	Jap.	S.M.R.
June	17	3.00	W'wei, C'foo, T'tsin	Shengking	Br.	B. & S.
June	17	—	Newchwang	Toonan	Chi.	C.M.S.N. Co.
June	17	—	V'tok & Nikolaevsk	Vitim	Rus.	R.V.F.
June	19	D.L.	Antung	Ningpo	Br.	B. & S.
June	21	4.30	Dairen	Kobe Maru	Jap.	S.M.R.

FOR RIVER PORTS

June	15	M.N.	Hankow, etc.	Kiangyung	Chi. C.M.S.N. Co.
June	16	M.N.	Hankow, etc.	Kiangwah	Chi. C.M.S.N. Co.
June	16	M.N.	Hankow, etc.	Chungking	Br. B. & S.
June	16	M.N.	Hankow, etc.	Kutwo	Br. J. M. & Co.
June	17	M.N.	Hankow, etc.	Tuckwo	Br. J. M. & Co.
June	17	M.N.	Hankow, etc.	Ngankin	Br. B. & S.
June	17	M.N.	Hankow, etc.	Wuchang	Br. B. & S.
June	18	M.N.	Hankow, etc.	Hwahta	Chi. C.M.S.N. Co.
June	18	M.N.	Hankow, etc.	Tatung	Br. B. & S.
June	19	M.N.	Hankow, etc.	Hwahlee	Chi. J.M. & Co.
June	19	M.N.	Hankow, etc.	Loongwo	Br. J. M. & Co.
June	20	M.N	Hankow, etc.		

*A.M. M.N.—MIDNI GHT. D.L.—DAYLIGHT.

C. N. C.
CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woosung, Luenyi, Nganking, Poyang, Tatung, Wuchang and Chungking.—Sailing from the French Bund at midnight (except Chungking which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shunden and Shengking.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Siuyang, Sunning, Sinkiang, Yingchow, Singan and Taifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE
Agents, 21-28 French Bund.

Freight: Telephone Central 77.
Passage: Telephone Central 401.

PACIFIC MAIL S.S. CO.
AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
"ECUADOR" VENEZUELA" "COLOMBIA"
AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. Venezuela	June 21	*S.S. West Sequana	June 20
*S.S. West Sequana	July 15	S.S. Ecuador	June 28
S.S. Ecuador	July 19	*S.S. West Conab	July —
*S.S. West Conab	Aug. —	S.S. Colombia	July 26
		S.S. Venezuela	Aug. 23

*Cargo only

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

EAST INDIA SERVICE
"COLUSA" "SANTA CRUZ"
AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

For Saigon, Singapore, Calcutta and Colombo		For San Francisco via Honolulu	
S.S. Colusa	July 10	S.S. Santa Cruz	June 20

PANAMA SERVICE
Regular Sailings from San Francisco
MEXICO—CENTRAL AMERICA—PANAMA
Safety and comfort of passengers our first consideration. For information of freight or passage apply to
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Addres "Solano"

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ship's Name	Flag	Agents
Feb.	15	— Bellingham, Wash.	J. Steedman	Am.	B.A.T. Co.
Mar.	16	—	Mituku Mar	Jap.	N.Y.K.
Apr.	6	— Chinwangtao	Shinko Maru	Jap.	M.B. Co.
Apr.	8	— Hongkong	Castlefield	Jap.	K.M.A.
May	10	— New York, etc.	St. Mihiel	Br.	J.M. & Co.
May	12	— San Francisco	Korsnaes	Br.	D. & Co.
May	13	— Japan	Toyo Maru	Am.	S. & Dix.
May	13	— River Ports	Javary	Jap.	
May	15	— Japan	Yeiko Maru	Jap.	
May	15	— Japan	Yeiraku Maru	Jap.	S. Shokai
May	17	—	Tenri Maru	Jap.	M.B.K.
May	22	— Hongkong	Hangsang	Br.	J. M. & Co.
May	23	— San Francisco	Wergeland	Am.	S. & Dix.
May	23	— Japan	Senzan Maru	Jap.	
May	25	— Hankow	Meian	Am.	Socony.
May	25	— Japan	Asaka M.	Jap.	
May	26	— Japan	Dainikaio M.	Jap.	N. Y. K.
May	26	—	Akiba Maru	Jap.	
May	29	— Cruise	Store Nordiske	Dan.	G. N. T. Co.
June	3	— Hongkong	Liverpool M.	Jap.	O. S. K.
June	6	— Japan	Tuiten Maru	Jap.	M.S.K.
June	6	— Tsingtau	Kokai Maru	Jap.	S.M.R.
June	7	— Japan	Fuku Maru	Jap.	
June	9	—	Nancy Moller	Br.	M. & Co.
June	9	— Japan	Tobo Maru	Br.	M.B.K.
June	9	— Japan	Mikuni Maru	Jap.	M.B.K.
June	9	— Japan	Ryusei Maru	Jap.	
June	10	—	Tonglee	Chi.	
June	10	— Chinwangtao	Shingping	Chi.	S.P.S.N. Co.
June	10	— Canton	Kamyingfat	Chi.	S.P.S.N. Co.
June	10	— River Ports	Broad Arrow	Am.	Socony.
June	10	—	Daito Maru	Jap.	
June	10	— Tsingtao	Nagasaki Maru	Jap.	M.S.K.
June	10	— Hongkong	Calcutta Maru	Jap.	O. S. K.
June	10	—	Vitim		
June	11	— Chinwangtao	Hero	Nor.	K.M.A.
June	11	— Japan	Konkyu Maru	Jap.	
June	11	— Foochow	Ningshin	Chi.	S.P.S.N. Co.
June	11	— Cruise	Chuentiao	Chi.	Customs
June	11	— Amoy	Feiching	Chi.	C.M.S.N. Co.
June	12	— Tientsin, ports	Shuntien	Br.	B. & S.
June	12	— Swatow	Choysang	Br.	J. M. & Co.
June	12	— Tsingtau	Kwangse	Br.	B. & S.
June	12	— Seattle	Justin	Am.	B.A.T. Co.
June	13	— River Ports	Changon	Br.	H.O.S.S. Co.
June	13	— River Ports	Meifoo	Am.	Socony.
June	13	— River Ports	Fengyang Maru	Jap.	N.K.K.
June	13	— Wuhu	Sanbashi Maru	Jap.	S.T. Co.
June	13	— Chinwangtao	Kaiping	Chi.	K.M.A.
June	13	— London. ports	Mishima Maru	Jap.	N.Y.K.
June	14	— Chefoo	Toonan	Chi.	C.M.S.N. Co.
June	14	— Hongkong	Tean	Br.	B. & S.
June	14	— Liverpool, ports	Talthybius	Br.	B. & S.
June	14	— Japan	Yamashiro Maru	Jap.	N. Y. K.
June	14	— Hongkong	E. of Asia	Br.	C.P.O.S.
June	14		Oanfa		
June	14	— River ports	Kutwo	Br.	J. M. & Co.

O. S. K.
OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

FOR LONDON (Via Hongkong, Singapore, Colombo, Portsaid, Marseilles and Antwerp).

	Tons	Capt.	*Arrive	Leave
*ANDES MARU	15,000	J. Kamiashi,	June 15	June 17
ALTAI MARU	15,000	J. Fuchigami,	July 25	July 27

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

	Tons	Capt.	Arrive	Leave.
*ARABIA MARU	15,000	T. Saito,	July 19	July 20
*MANILA MARU	20,000	N. Kobayashi,	July 23,	July 24

FOR HONGKONG

	Tons	Capt.	Arrive	Leave.
CHICAGO MARU	12,000	S. Yamane,	June 23	June 24

FOR NORTH CHINA PORTS (Tientsin and Dairen).

	Tons	Capt.	Arrive	Leave.
KOHOKU MARU	5,000	M. Tsubaki,	June 15	June 18

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

	Tons	Capt.	Arrive	Leave.
KEELUNG MARU	2,000	Y Fukami,	June 12	June 14

*Fully booked for passage.

The Company also runs numerous steamers from Japan to South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

O.S.K. Yangtszepoo Wharf, Wayside
Tel. Nos. East 208 and 209
Tel. Address: SHOSEN, Shanghai.

OSAKA SHOSEN KAISHA
Union Building, 4 The Bund
Tel. Nos. Central 4234 and 4235.

T. K. K.
SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)
Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI.

FOR SAN FRANCISCO

KOREA MARU	June 28, 1919
TENYO MARU	July 24, 1919
SIBERIA MARU	Aug. 2, 1919
SHINYO MARU	Aug. 16, 1919
KOREA MARU	Sept. 13, 1919
TENYO MARU	Oct. 6. 1919

FOR HONGKONG

SHINYO MARU	July 26, 1919
TENYO MARU	Sept. 22, 1919

All steamers of this Company are thoroughly modern and up-to date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvemens for safety and comfort. String Orchestra, Moving Picture Performance Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY, and CANADIAN PACIFIC OCEAN SERVICES, LD.

Railway transportation betweenNagasaki, Kobe and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Manager,
North China Insurance Co.'s Buildings,
Telephone. No. 3229. Entrance 71 Szechuen Road.

CHINA MAIL S.S. CO., LTD.
THE AMERICAN STEAMERS
"NANKING" AND "CHINA"
(15,000 TONS) (10,200 TONS)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU.

S.S. "CHINA"	JULY	5th
S.S. "NANKING"	AUGUST	22nd
S.S. "CHINA"	SEP.	14th

*S.S. "NANKING" does not call at NAGASAKI nor HONOLULU.

FOR HONGKONG DIRECT

S.S. "CHINA"	JUNE	21st
S.S. "NANKING"	AUGUST	7th

For further information regarding passenger fares, sailings, freight rates, etc., apply to

F. C. CHARMAN.
Acting Agent
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773

JAMES MAGILL & Co.
Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
Telephone 1848 83, Szechuen Road

SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, and England:

	Tons		
TAMBA MARU	12,500	Capt. T. Sekine,	June 30
MISHIMA MARU	16,000	Capt. K. Itsuno,	July 7

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

FUSHIMA MARU	21,000	Capt. T. Irisawa,	June 27
KATORI MARU	19,000	Capt. S. Koma,	July 23

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

YAMASHIRO MARU	7,000	Capt. Y. Nakajima,	June 17
WAKANOURA MARU	5,000	Capt. D. Aoshima,	June 20
KASUGA MARU	7,000	Capt. K. Yaouhara,	June 23

MOJI, KOBE AND OSAKA LINE

TAKESHIMA MARU	4,500	Capt. R. Arakida,	June 18
YAWATA MARU	7000	Capt. H. Nojiri,	June 21
OMI MARU	7,000	Capt. H. Kawai,	June 25
KUMANO MARU	9,500	Capt. S. Saito,	June 28

FOR JAPAN

SADO MARU	12,500	Capt. T. Hori,	June 23

FOR HONGKONG

KATORI MARU	19,000	Capt. I. Noma,	June 29

FOR MANILA AND HONGKONG

SUWA MARU	21,000	Capt. R. Shimidzu,	July 10

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

TANGO MARU	14,000	Capt. M. Nishimura,	June 25
NIKKO MARU	10,000	Capt. G. Yamazaki,	July 23
AKI MARU	12,500	Capt. F. C. Cope,	August 20

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

CHINESE GOVERNEMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line		Mail 4.
20.35	8.35		0	dep. Peking arr.		19 50
23.45	11.12		. .	arr. Tientsin-Central dep.		17.00
23.50	11.17		84	dep. Tientsin-Central arr.		16.53
24 00	11.25		. .	arr. Tientsin-East dep.		16.45
19.35	. .		524	arr. Hukden dep.		. .
Local 5.	**Mail 3.**	**Exp. 1.**		**Tientsin-Pukow Line**	**Exp. 2.**	**Mail 4.**	**Local 6.**
6.45	9.45	11.30	0	dep. Tientsin-East arr.	17.05	15.45	20.15
6.55	9.55	11.40	2,71	arr. Tientsin-Central dep.	16 55	15.35	20.05
7.25	10.15	11.55		dep. Tientsin-Central arr.	16 31	15 20	19.45
13.02	16.00	15.30	78	dep. Tsangchow dep.	13 05	11.28	15.28
16 40	19.20	18.08	148	dep. Techow dep.	10.33	8.47	11.56
19 57	22.12	20.21	—	arr. Tsinanfu dep.	8.06	6.00	8.30
7.	2		220	2			8.
6.00	22.25	20.31	—	dep. Tsinanfu arr.	7.56	5.40	19.02
9.27	1.00	22.31	266	dep. Tsinanfu dep.	6.01	3.25	16.24
12.27	3.47	0 38		arr. Yenchowfu dep.	3 49	0 40	13.00
12.42	4.02	0.48	318	dep. Yenchowfu arr.	3.39	0.02	12 48
16.30	6.55	3.16	377	dep. Linchwg dep.	1.20	21.24	9.28
19 02	8.45	4.50	—	arr. Hsuchowfu dep.	23.38	19.20	6.30
9.	2		420	2			10.
5.40	9 00	4 57	—	dep. Hsuchowfu arr.	23.29	19.00	20.50
11 26	13.02	8 33		arr. Pengpu dep.	19.53	14.55	16.20
11.51	13 26	8.46	523	dep. Pengpu arr.	19 46	14.35	14.09
18.27	17.34	11.52	600	dep. Chuchow dep.	16.48	10.50	8.47
20.08	18.55	13.00	631	arr. Pukow dep.	15.30	9 20	6.40
	N. Exp.	**Exp.**		**Shanghai-Nanking Line.**	**Exp.**	**N. Exp.**
	23.00	14.20	0	dep. Nanking-Ferry arr.	14.15	6.50
	7.00	21.00	193	arr. Shanghai-North dep.	7.55	23.00

Yenchowfu-Taianfu Branch Line					Liucheng-Taochuang Branch Line				
13.10	4.10	d. Yenchowfu a.	12.08	23.53	21.30	16.40	9.30	d. Liucheng a.	6 28 15.50 21.00
14.03	5.05	a. Taianfu d.	11.15	23.08	22.40	17.58	10.40	a. Liucheng d.	5.15 14.40 19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order

THE TRAFFIC MANAGER.

Tientsin, March, 1919.

Large Display Advertisements

intended for the Sunday issue of The China Press

should be sent in before **5 p.m. on Friday**

United States Mail Schedules

Mails due to depart from United States Postal Agency, Shanghai, during the quarter ending September 30, 1919.

China	Sails July	5	Arrives at	San Francisco	July 27
Empress of Russia	"	12	"	Vancouver	" 27
Ecuador	"	19	"	San Francisco	Aug. 14
Arabia Maru	"	20	"	Seattle	" 14
Katori Maru	"	23	"	Seattle	" 16
Monteagle	"	24	"	Vancouver	" 13
Manila Maru	"	24	"	Seattle	" 19
Tenyo Maru	"	24	"	San Francisco	" 18
Siberia Maru	"	Aug. 2	"	San Francisco	" 27
Empress of Asia	"	" 9	"	Vancouver	" 24
Suwa Maru	"	" 10	"	Seattle	Sept. 3
Colombia	"	" 16	"	San Francisco	" 11
Shinyo Maru	"	" 16	"	San Francisco	" 10
Empress of Japan	"	" 22	"	Vancouver	" 9
Nanking	"	" 22	"	San Francisco	" 11
Africa Maru	"	" 23	"	Seattle	" 18
Kashima Maru	"	Sept. 1	"	Seattle	" 25
Empress of Russia	"	" 6	"	Vancouver	" 21
Venezuela	"	" 13	"	San Francisco	Oct. 9
Korea Maru	"	" 13	"	San Francisco	" 8
China	"	" 14	"	San Francisco	" 6
Fushimi Maru	"	" 24	"	Seattle	" 18
Monteagle	"	" 26	"	Vancouver	" 16

This schedule is liable to change at the option of steamship agents.

Mails due to arrive United States Postal Agency, Shanghai, during the quarter ending September 30, 1919.

Steamer.	Leaves.		Arrive Japan	Arrive Shanghai
Tenyo Maru*	San Francisco	June 11	June 28	July 5
Monteagle	Vancouver	" 20		" 10
Siberia Maru*	San Francisco	" 19	July 6	" 13
Suwa Maru†	Seattle	" 19	" 4	" 14
Empress of Asia	Vancouver	July 10		" 25
Shinyo Maru	San Francisco	June 30	" 17	" 26
Colombia	San Francisco	" 28	" 19	" 26
Africa Maru*	Seattle	July 9	" 25	Aug. 1
Kashima Maru†	Seattle	" 12	" 27	" 6
Nanking	San Francisco	" 17	Aug. 2	" 7
Empress of Japan	Vancouver	" 24		" 11
Persia Maru*	San Francisco	" 24	" 10	" 17
Canada Maru†	Seattle	" 23	" 9	" 18
Empress of Russia	Vancouver	Aug. 7		" 22
Mexico Maru*	Seattle	July 29	" 15	" 22
Venezuela	San Francisco	" 28	" 16	" 23
Korea Maru*	San Francisco	Aug. 2	" 19	" 26
Fushimi Maru†	Seattle	" 5	" 20	" 29
China	San Francisco	" 6	" 25	" 31
Nippon Maru*	San Francisco	" 12	Sept. 1	Sept. 8
Monteagle	Vancouver	" 23		" 12
Chicago Maru†	Seattle	" 23	" 9	" 19
Empress of Asia	Vancouver	Sept. 4		" 19
Ecuador	San Francisco	Aug. 23	" 13	" 20
Arabia Maru*	Seattle	" 30	" 14	" 21
Tenyo Maru	San Francisco	" 27	" 13	" 22
Manila Maru*	Seattle	Sept. 5	" 20	" 27
Katori Maru†	Seattle	" 2	" 17	" 27
Siberia Maru*	San Francisco	" 5	" 22	" 29

*Vessels marked will trans-ship mails at Japan by local boats.

†Vessels marked will proceed to Shanghai but mail may be trans-shipped by local boats.

In addition to the above mails may arrive by vessels of the Dollar and Grayson Lines.

Schedule liable to change at option of agents.

FRENCH GIRL DECORATED

Twice Sentenced To Death By Germans For Devotion To Country

Paris, May 9.—There has been a touching scene in the office of M. Clemenceau, of which the central figure was a brave French girl, Louise Thuilliez, on whose breast the French premier pinned the Cross of the Legion of Honor and the War Cross with Palm. Mademoiselle Thuilliez was accompanied by members of her family, and the eyes of all shone with pleasure as they heard M. Clemenceau recall the circumstances of the duty performed which had merited the decorations.

The girl resides at Valenciennes, and had twice been condemned to death by German court-martial because of her devotion to the cause of her country and to the poilus. Sentence of death for espionage was passed upon her about the same time as on Nurse Cavell. On the intervention of the Spanish ambassador the death sentence was commuted to imprisonment for life, but a fortnight later another court-martial tried her on a charge of having assisted French soldiers who had remained in Morval Forest after the capitulation of Maubeuge and the battle of Charleroi. Again the girl was sentenced to death, and once more was sentence commuted. For three years she had been in prison, and M. Clemenceau, in eulogising her patriotism, said she was well worthy of recompense for her bravery, and warmly congratulated her in the name of the country.

Sailed from Shanghai

For San Franrisco		
Tascalusa	May	22
Colombia	May	24
Shinyo Mariu	May	26
Taiyu Maru	May	27
Uncas	May	29
Windber	June	2
West Vaca	June	13
For Tacoma		
Grayson	May	24
Africa Maru	May	27
For Vancouver		
Melville Dollar	May	22
Methven	May	26
Harold Dollar	June	12
For New York Via Panama		
Celtic Prince	May	24
For London, etc.		
Carmarthenshire	May	10
Shidzuoka Maru	May	12
Lycaon	May	20
Neuralia	May	24
Kaga Maru	May	26
Mentor	May	27
Amur Maru	May	29
Tokushima Maru	May	30
Yokohama Maru	June	9
Rhesus	June	10
For Liverpool		
Pakling	May	11
Stentor	June	5
For Marseilles		
Sasso Maru	May	30
Indo Maru	June	8
For Bombay		
Dilwara	May	19
For Java		
Tjimanock	June	7

Shipping Items

The I-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Ngankin left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Yohyang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Sunning left Hongkong for Shanghai on Thursday.

The C.M. s.s. Hwahta left Hankow for Shanghai on Friday.

The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.

The N.K.K. s.s. Siangyang Maru left Hankow for Shanghai on Friday.

The P. and O. s.s. Dunera was due to leave Colombo on Wednesday and is expected to arrive at Singapore on Tuesday and in Shanghai on June 28.

The I-C. s.s. Wosang left Newchwang for Chefoo and Swatow on Friday.

The C.P.O.S. s.s. Empress of Japan will be despatched for Hongkong on Tuesday and the tender Alexandra with passengers will leave the Customs Jetty at 8 p.m.

The S.M.R. s.s. Sakaki Maru is due in Shanghai from Tsingtau and Dairen tomorrow morning and will leave for the same ports Tuesday afternoon. The tender conveying passengers and mails will leave the Customs Jetty at one o'clock.

The C.N. s.s. Yingchow will leave Hongkong for Shanghai today.

The C.N. s.s. Sinklang will leave Hongkong for Shanghai on Tuesday.

The C.M. s.s. Kianghsin will leave Hankow for Shanghai tomorrow.

The I-C. s.s. Hwahlee (chartered) will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Tatung will leave Hankow for Shanghai tomorrow.

The I-C. s.s. Loongwo will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Luenyi will leave Hankow for Shanghai on Tuesday.

The Blue Funnel s.s. Talthybius arrived in port from Liverpool and ports yesterday.

The C.P.O.S. s.s. Empress of Asia arrived at Woosung from Hongkong yesterday and will leave for Vancouver this morning. The last passenger tender "Alexandra" will leave the Customs Jetty at 6:30 o'clock.

The M.M. s.s. Nera, with French mails of May 13, left Saigon for Shanghai yesterday and may be expected to arrive here on Tuesday, June 24.

The K.M.A. s.s. Kwangping left Chinwangtao for Shanghai on Thursday.

The Japanese cruiser Chitose arrived in port yesterday and anchored at Buoy III.

Siccawei Weather Report

13th.—Overcast and milder but rather fine weather in the Northern and Central districts, where the barometers have moderately to considerably risen but have not yet reached the average. Low pressures with rain and Southerly gusts in the Southern districts.

14th.—Overcast and misty weather with calm or very light E breezes and barometer falling again, in our regions.

Saturday, June 14, 1919.

Weather	4 A.M.	9 A.M.
Bar. at 23° F. inches	29.55	29.53
Variation for 24 hrs.	†0.02	—0.06
Variation for 12 hrs.	—0.01	—0.08
Wind—Direction	E	E
Wind—Miles per hour	9.3	10.6
Temperature (Fahr.)	66°8	71°6
Humidity	91	86
Nebulosity (0-10)	10	10
Rainfall, inches	—	—

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, JUNE 15, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg
Today.							
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Weihaiwei and Chefoo	Shuntien	9.00	..	..	..	..	8.30
Hongkong and Canton	Kwangse	10.00	..	..	..	..	9.30
Tomorrow.							
Japan & America, via N'saki	Yamashiro M.	..	..	..	..	a20.00	19.30
Japan Ports	Yamashiro M.	..	17.00	..	..	..	..
Hongkong and Canton	Tean	22.00	..	..	..	..	22.00
Japan & America	Yamashiro M.	19.30	..	..	..	..	19.00
Hongkong	Tean	..	17.00	..	..	..	..
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
Amoy and Swatow	Hoihow	..	17.00	..	..	..	..
Amoy and Swatow	do	22.00	..	..	..	..	22.00
Chefoo	Toonan	22.00	..	..	..	..	22.00
V'stock and Siberia via Pukow and Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	do	..	17.00	..	..	..	..
Tuesday, June 17.							
Hongkong	E. of Japan	..	17.00	..	..	..	..
Hongkong and beyond	do	..	..	17.00	..	..	16.00
United Kingdom, via Suez	†Teucer	..	14.00	..	..	..	..
River Ports	Train & Str.	..	..	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
Weihaiwei and Chefoo	Shengking	14.00	..	..	..	..	13.30
Weihaiwei, Chefoo & Tientsin	Shengking	..	14.00	..	..	..	13.30
Wednesday, June 18.							
Amoy and Hongkong	Sunning	..	17.00	..	..	..	..
Amoy, Hongkong & Canton	Sunning	22.00	..	..	..	..	22.00

† Parcels only.

B Letters and boxes with declared value 7.30; parcel post 5 p.m. and money orders 4 p.m.

E Registered articles 5 p.m. on previous day.

The Chinese Post office will close two mails daily for Tsingtao, Tientsin, Peking, etc.

a.—at 21 for S. N. R. 23 o'clock train

b.—at 7 for S. N. R. 7:56 o'clock train

Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous nigha's train.

MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating
WTW	——		Snipe	Br. gun-boat
WTW	——		Nightingale	Br. gun-boat
P & O B I	Oct. 18		Sel. Caboto	It. gun-boat
1 C	Feb. 11		Wilmington	Am. gun-boat
B V I I	May 7		Suma	Jap. gun-boat
O D	Apr. 30		D de Lagree	Fr. gun-boat
Y P D	May 12		Bee	Br. gun-boat
S P	May 24		Teal	Br. gun-boat
1 P D	May 24		Samar	Am. gun-boat.
Y P D	June 2		Comdr. Behring	Rus. gun-boat
2 C	June 5		Quiros	Am. gun-boat
B N B	June 12		Gnat	Br. gun-boat
M. M. B.	June 12		D. Estrees	Fr. gun-boat
B I I I	June 14		Chitose	Jap. cruiser

Arrivals

Arrived	From	Ship's Name	Flag	Agents
June 14 —	Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
June 14 —	Ningpo	Hsin Peking	Br.	B. & S.
June 14 —	Chefoo	Toonan	Chi.	C.M.S.N. Co.
June 14 —	Hongkong	Tean	Br.	B. & S.
June 14 —	Liverpool, ports	Talthybius	Br.	B. & S.
June 14 —	Japan	Yamashiro Maru	Jap.	N. Y. K.
June 14 —	Hongkong	E. of Asia	Br.	C.P.O.S.
June 14		Oanfa		
June 14 —	River ports	Kutwo	Br.	J. M. & Co.
June 14 —	Cruise	Chitose	Jap.	

Departures

Date	For	Ship's Name	Flag	Agents
June 14 —	River ports	Suiwo	Br.	J. M. & Co.
June 14 —	River ports	Poyang	Br.	B. & S.
June 14 —	River ports	Suiyang Maru	Jap.	N.K.K.
June 14 —	Wenchow	Kwangchi	Chi.	C.M.S.N. Co.
June 14 —	Chinwangtao	Shinyuie	Chi.	S.P.S.N. Co.
June 14 —	Dairen	Kobe Maru	Jap.	S. M. R.
June 14 —	Tsingtau	Fumi Maru	Jap.	S. M. R.
June 14 —	Japan	Kumano Maru	Jap.	N. Y. K.
June 14 —	Tientsin, ports	Tungchow	Br.	B. & S.
June 14 —	Tientsin, ports	Hsinming	Chi.	C.M.S.N. Co.
June 14 —	Tientsin, ports	Kingsing	Br.	J. M. & Co.
June 14 —	Tsingtau	Chenan	Br.	B. & S.
June 14		Kaian Maru	Jap.	
June 14		Fuyo Maru	Jap.	S. Shokai
June 14 —	Foochow, ports	Keelung M.	Jap.	O. S. K.
June 14		Maricopa		
June 14 —	Kobe	Mishima Maru	Jap.	N. Y. K.
June 14 —	Ningpo	Hsin Ningshao	Chi.	N.S.S.N. Co.
June 14 —	Ningpo	Hsin Peking	Br.	B. & S.

Provision Prices In Local Market

Prices quoted are in Mexican dollar cents at Hongkew Market as compiled on June 13, 1919.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	"	16-20
Pork	"	25-30
Veal	"	25-30
Fish		
Bream	per lb.	none
Cod	"	14-16
Mandarin	"	30-40
Mackerel	"	18-20
Pomfret	"	18-20
Salmon	"	none
Samli	"	25-30
Soles	"	16-18
Game, Poultry And Eggs		
Deer	each	none
Duck	"	50-80
Eggs	per doz.	14-18
Fowl	per lb.	22-25
Geese	each	50-90
Pigeons	"	18-20
Quail	"	20-22
Snipe	"	14-16
Teal	"	none
Turkey	per lb.	50-55
Fruits		
Apricots	per lb.	10-12
Apples	"	none
Bananas	"	8-10
Lemons	each	6-7
Lichees	per lb.	none
Mangoes	each	none
Oranges	per doz.	$1.50
Peaches	per lb.	6-8
Pears	"	10-12
Persimmons	"	none
Peeboes	"	8-10
Plums	"	8-10
Pumeloes	each	none
Pineapples	"	10-12
Strawberries	per lb	none
Walnuts	"	13-14
Vegetables		
Artichokes	each	2-3
Asparagus	per doz.	20-30
Broad Beans	per lb.	8-10
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	none
Cabbage	each	3-5
Carrots	per bunch	2-3
Cauliflower	each	8-10
Celery	per bunch	8-10
Egg Plant	per lb.	none
French Beans	"	5-6
Green Corn	each	2-3
Leeks	per bunch	2-3
Mushrooms	per lb.	60-80
Onions	per bunch	2-3
Parsnips	"	3-4
Peas	per lb.	5-6
Potatoes	per picul	$1.60-$2.00
Radishes	per bunch	1-3
Spinach	per lb.	2-3
Tomatoes	"	15-20
Turnips	per bunch	2-3
Grain And Flour		
Flour American	per 50 lbs.	$5.00
Flour Australian	"	$4.25
Flour Shanghai	"	$2.15
Rice	per 200 lbs.	$7.40
Milk		
Foreign dairies	per bottle	20
Chinese dairies	"	17
Fodder		
Barley	per 114 lbs.	$2.50
Bran	"	$2.20
Fuel		
House Coal	per ton Tls.	19.00
Stove Coal	per ton Tls.	23.00
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-4.00

E. KILNER,
Chief Inspector.

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B.	$610 B.
Chartered	£80 CNI
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	
North China	$437½
Union of Canton	Tls. 225 S.
Yangtsze	Tls. 150 S.
Far Eastern Ins. Co., Ltd.	$229
	Tls. 24
Fire Insurances	
China Fire	
Hongkong Fire	$141
	$325 B.
Shipping	
Indo-China Def	$150
Indo-China Pref.	
"Shell"	195/–
Shanghai Tug (o)	Tls. 37 B.
Shanghai Tug (f)	Tls. 40 S.
Mining	
Kaiping	Tls. 11 B.
Oriental Cons	21/–
Raub	$21 B.
Docks	
Hongkong Dock	$152 B.
Shanghai Dock	Tls. 134 B.
New Eng. Works	Tls. 23½ B.
Wharves	
Shanghai Wharf	Tls. 96 B.
Hongkong Wharf	$93 B.
Lands and Hotels	
Anglo-French Land	Tls. 76
China Land	Tls. 50
Shanghai Land	Tls. 67 B.
Weihaiwei Land	Tls. 3
Shanghai Hotels Ltd.	Tls. 17 B.
China Realty (ord.)	Tls. 60
China Realty (pref.)	Tls. 50
Cotton Mills	
E-wo	Tls. 270 B.
E-wo Pref	Tls. 97
Laou-kung-mow	Tls. 190 B.
Oriental	Tls. 85 B.
Shanghai Cotton	Tls. 182 B.
Kusgyik	Tls. 32 B.
Yangtszepoo	Tls. 12½ B.
Yangtszepoo Pref.	Tls. 90
Industrials	
Butler Tilles	Tls. 25
China Sugar	$158 B.
Green Island	$7.60 B.
Langkats	Tls. 19 CNI B
Major Bros	Tls. 5
Shanghai Sumatra	Tls. 107½
Stores	
Hall and Holtz	$12½ B.
Llewellyn	130
Lane, Crawford	$88
Moutrie	249
Watson	$5 B.
Weeks	211½
Rubbers (Local)	
Alma	Tls. 7 B.
Amherst	Tls. 0.50
Anglo-Java	Tls. 7½ B.
Anglo-Dutch	Tls. 2½ B.
Ayer Tawah	Tls. 20 B.
Batu Anam 1918	Tls. 0.80 B.
Bukit Toh Alang	Tls. 2 B.
Bute	Tls. 0.85
Chemor United	Tls. 0.90 B.
Chempedak	Tls. 7½
Cheng	Tls. 2.10
Consolidated	Tls. 2½ B.
Dominion	Tls. 6 B.
Gula Kalumpong	Tls. 5.65
Java Consolidated	Tls. 13.90
Kamunting	Tls. 4½ S.
Kapala	Tls. 0.60
Kapayang	Tls. 16
Karan	Tls. 8.10
Kota Bahroe	Tls. 4 B.
Kroewoek Java	Tls. 10½ B.
Padang	Tls. 9½
Pengkalan Durian	Tls. 4½ B.
Permata	Tls. 2½
Repah	Tls. 0.80 B.
Samaganga	Tls. 0.70 B.
Seekee	Tls. 1
Semambu	Tls. 0.80 B.
Senawang	Tls. 7½ B.
Shanghai Klebang	Tls. 0.50
Shanghai Malay	Tls. 9
S'hai Malay pref.	Tls. 7½ B.
Shanghai Pahang	Tls. 1 B.
Sungala	Tls. 1.
Sungei Duri	Tls. 8½
Sua Manggis	Tls. 3½ S.
S'hai Kalantan	Tls. 0.40 B.
Shanghai Seremban	Tls. 0.50 B.
Taiping	Tls. 1 B.
Tanah Merah	Tls. 0.70 B.
Tebong	Tls. 14½
Ulobri	Tls. 21½
Ziangbe	Tls. 3½ B.
Miscellaneous	
C. I and E. Lumber	Tls. 350 S.
Culty Dairy	Tls. 15 B.
S'hai Elec. and Asb.	23
Shanghai Trams	Tls. 81
Shanghai Gas	Tls. 21½
Horse Bazaar	Tls. 53
Shanghai Mercury	Tls. 25
Shanghai Telephone	Tls. 74 S.
S'hai Waterworks	Tls. 155

S. Sellers. Sa, Sales. B. Buyers.

Benjamin & Potts, 8 Jinkee Road

Telephone No. Central 398

Mail Notices

MAILS CLOSE

For U.S. Canada and Europe:

Per P.M. s.s. Venezuela....June 21

For Manila

Per R.M.S. E. of Japan June 17

For United Kingdom

*Per B. and S. s.s. Teucer ..June 17

For Japan:

Per N.Y.K. s.s. Y'shiro M. June 16

MAILS DUE

From U.S. and Canada

Per R.M.S. E. of Japan....June 17

From France

Per M.M. s.s. Nera .....June 24

From India, etc.

Per P. and O. s.s. Dunera..June 28

*Parcel only will be sent by the s.s. Teucer on Thesday.

Business and Official Notices

NOTICE

We have this day appointed Mr. **Frederick William Schlobolm** Service Manager of our Engineering Department.

THE CENTRAL GARAGE CO.
2a Jinkee Road

Phone C. 3809 24015

In the United States Court for China

In re Estate of IRENE MURRAY, *Deceased.*

Cause No. 778
Estate No. 294

NOTICE

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administrator of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before November 25, 1919, and all persons owing the said deceased are required to make payment to the undersigned.

STIRLING FESSENDEN,
Administrator,
2, Klukiang Road,
Shanghai, China.

May 25, 1919. 23715

Associacao Promotora da Instruccao Superior dos Portuguezes

The above Association is prepared to award one Scholarship of about three hundred Mexican Dollars (Mex. $300.00) a year for 4 to 5 years to start from the year 1920.

This Scholarship is for a course of study in either Law, Medicine or Civil Engineering at the Aurora University.

The Scholarship is open to all boys of Portuguese parentage or descent irrespective of what schools they come from and what religion they profess.

Candidates wishing to compete for this Scholarship must send in their application in writing to the Association, c/o The Shanghai Catholic Circle, 21 Nanzing Road, accompanied with a letter from their parents or guardians consenting them to go up for examination, a certificate from their school testifying as to their ability and character and a certificate of Baptism or Birth.

The Examination will be held at the Aurora University on the 20th and 21st June.

C. E DE LOPES E OZORIO,
Hon. Secretary.
23976

SEND 75 DOLLARS
FOR A RELIABLE TYPEWRITER
Smith Premier or Remington
Also Cheaper Machines
Packed and Delivered Shanghai
Write for Bargain List S.D.P.
British Ribbons and Carbons at Trade Prices.
TAYLORS, 74, CHANCERY LANE,
London, W.C. 2, England.

NOTICE

We regret to inform our Customers and the General Public that, owing to the embargo placed on the Export of Butter by the Australian Government, we are out of stock of "DAISY" BRAND Butter. We are, however, able to supply our "MEADOW" BRAND which is an excellent first-grade Fresh Butter, now obtainable from all leading Storekeepers, in one-lb. pats.

GEDDES & CO., LTD.
IMPORTERS
5, Peking Road Tel. C. 346

Municipal Notification
No. 2624.

(TRANSLATION)

Taking advantage of the campaign to secure the Boycott of Japanese goods, agitators and disorderly persons, who have no concern for the welfare of China, or of the residents of this Settlement, are endeavouring to foment trouble to suit their own ends preying upon peaceful merchants and residents.

It has therefore become necessary for the Council to take drastic action to preserve the peace and good order of the Settlement and to protect peaceful residents and merchants from the violence of such disorderly persons.

Warning is accordingly given:

1.—That the distribution of handbills of an inflamatory character and the exhibition of flags bearing characters which furnish a direct incitement to disorder, are prohibited. Contravention of this prohibition will be punished without the least leniency.

2.—That no credence should be given to rumours which are designed to stir up animosity and foment trouble. Several such rumours have been brought to the notice of the Council and upon investigation, have been found to be utterly baseless. The authors of, and those spreading such rumours will, upon detection, be punished without the least leniency.

3.—That the assembling of crowds in the streets of the Settlement will not be permitted. Those who have no legitimate business to attend to should not loiter on the streets or mix with the agitators and loafers who are bent on provoking trouble. During the evenings all peaceful residents should remain at Home. The Council will not be responsible for any injury or damage that may be sustained by any person contravening this order and advice.

Shopkeepers and merchants are advised to re-open to public business and in case of any intimidation to enforce the closing of their shops or places of business to report the same immediately to the nearest Police Station with a statement of the circumstances in detail, whereupon their assailants will be arrested and brought before the Court and severely punished without the least leniency.

Warning is duly given. Let all obey.

By Order
N. O. LIDDELL,
Secretary.

Council Rooms,
Shanghai, June 6, 1919. 23924

Municipal Notification
No. 2625.

(TRANSLATION.)

For the better preservation of the peace and good order of the Settlement and for the protection of all peaceful residents, warning is hereby issued by the Council as follows:

1. No person unless a Consular Officer or a member of the naval or military forces of any Treaty Power or unless duly authorised by the Council shall, under any pretence whatsoever, appear in the streets or in any public place, in uniform or wearing any distinctive dress or badge or headgear signifying membership of any particular organisation, association or body.

2. No person shall, under any pretence whatsoever, carry any flag or banner or wear any sash or other device in the streets or in any public place, bearing any inscription in Chinese or in any Foreign language.

Any person contravening any of the terms of this warning or interfering with the Police or other duly authorised officers of the Council, engaged in the maintenance of peace and good order or usurping the authority vested in them or otherwise guilty of any action whatsoever prejudicial to peace and good order, will be arrested forthwith and taken before the proper authorities for punishment without the least leniency.

This warning will take effect from 4 p.m. Monday, June 9, whereafter compliance with its terms will be enforced with the utmost rigour.

Warning is duly given. Let all obey.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, June 8, 1919. 23937

Dr. James Yuking's
Office for Venereal Diseases
is now removed to
72 NANKING ROAD,
Hours: 10 a.m. to 5 p.m. daily and by appointment.
Special consideration to men in uniform.

HIRANO WATER
Reynell's
AT ALL HOTELS
AT ALL CLUBS
PURITY GUARANTEED
GARNER, QUELCH & CO.

A Good Lunch
nicely and quickly served at
SULLIVANS CANDY STORE
11.30 until 2 p.m.
(excepting Sunday)

Municipal Notification
No. 2602.

7% LOAN 1919
Price of Issue until further notice 95 per cent.

Under the authority of Resolution V passed at the Annual Meeting of Ratepayers on April 9, 1919, the Council hereby invites applications for debentures in the 7 per cent Loan of 1919.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 95 per cent until further notice and will be redeemed on December 31, 1929.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from the Treasurer, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, April 12, 1919. 23836

Mokanshan Transportation Arrangements

1.—*Launch service.* Beginning with June 15th and continuing until September 15th a launch will run daily, except Sundays as follows:—

San Chiao Pu—Depart 8.30 a.m. Connecting with No. 104 Down.
Kon Zen Chiao—Arrive 12.30 p.m. and No. 109 Up.
Kon Zen Chiao—Depart 1.30 p.m.
San Chiao Pu—Arrive 5.30 p.m.

The Shanghai, Hangchow, Ningpo R. R. will sell through tickets, either single or return, from Shanghai, Sungkiang, Kashing, and Hangchow to the top of the mountain. The cost of each ticket will be $5.00 per adult plus the regular rate charged by the Rail Road from the starting point to Hangchow (Kon Zen Chiao). This includes chair charges. The trip may be made at the same rate either by the launch or fast registered boats. The registered boats require twelve hours to make the trip to San Chiao Pu.

The regular fare on the launch, to those not holding Rail Road tickets, is $3.00 per adult. Children under twelve years are charged half fare. Under five years if held on the lap, free.

Each adult is allowed 100 pounds of baggage free and each half ticket fifty pounds free. Excess baggage will be charged at the rate of one cent per pound.

The motor launch "John Knox" is the only launch authorised by the Transportation Committee and Rail Road.

2.—*Registered boats.* The Association, through the Transportation Company, has arranged for a number of fast registered boats. The price of these boats is the same as last year. First class boats from $5.00 to $5.50. Second class boats from $3.90 to $4.50. Third class boats from $3.50 to $3.80.

The boats in each class will go in turn and it is hoped that the passengers will take the boats in order in each class as available for the trip, even if at a slightly added cost. This will help to lessen friction and secure better service from the boatmen. When boatsmen are unwilling to pass Teh Ts'in on account of high water, write on the ticket "To Teh Ts'in only" and thirty percent of the price of the ticket will be refunded.

TRANSPORTATION COMMITTEE,
Mokanshan Summer Resort Association.
23970

NOTICE
Dr. Oks and Dr. Holper
No. 3 Klukiang Road
Tel.: Central 1801
Dr. OKS, M.D., Eye, ear, throat, nose and internal diseases.
9-11 a.m. and 1-4 p.m.
Dr. HOLPER, M.D. Urinary, skin and internal diseases.
11-1 p.m. and 4-6 p.m.
23741

FOR BRITISH AND AMERICAN
METALS, HARDWARE & SUNDRIES
PHONE OR WRITE TO
W. Z. ZEE & SONS
BROADWAY-SHANGHAI PHONE: NORTH 1468

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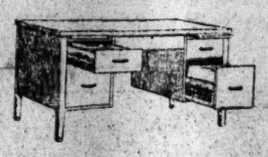
Oak Desks,
Swivel Chairs,
Filing Cabinets,
always in stock
Before buying elsewhere, phone us or call at our show-room.
THE OFFICE APPLIANCE CO.
Phone: Central 4778 SPECIALISTS IN OFFICE EQUIPMENT 22 Nanking Road, Shanghai Cable Add.: Mackhauck

Business Opportunity

Advertiser, from Europe, ally, having 15 years' experience in Cinema business, (technical, scientific, industrial and commercial) having already built Studio and Laboratory in Shanghai and possessing nearly all the necessary machineries, etc., for the production of Moving Pictures, wishes to make connection with one or more energetic business men, or with an established firm, for the promotion of a company to operate in Shanghai and elsewhere, whose principal object will be the development and exploitation of the Cinema business throughout China, as well as the manufacturing of Cinema pictures, and, finally, the importation, sale and exchange of American and Italian cinematograph films, machines, accessories, etc.

Only serious offers taken into consideration.

Write: c/o Box 245, BRITISH POST OFFICE, Shanghai. 23996

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JUST ARRIVED
Bentleys Phrase Code $25.00
Western Union Code 30.00
A. B. C. 5th Edition Code.. 25.00
Chow Tzu Kong, Bookseller,
111, Szechuen Road.
23826

HOUSES WANTED

CHINESE gentleman wants a modern house of five or six rooms, Western district or French-town Apply to Box 327, THE CHINA PRESS. 23979 J. 15

WANTED to rent, for one year from July 1st, small well-furnished house or apartment. Modern plumbing. Gas range preferred. Apply to Box 324, THE CHINA PRESS. 23964 J.17

Business and Official Notices are Continued on Page 19

SITUATIONS WANTED

YOUNG French lady desires to give lessons in French. Apply to 85 Range Road. 24012 J. 18

WANTED, translator, well-educated in English and Chinese, for cinema theatre; Cantonese preferred. Apply to Box 341, THE CHINA PRESS. 24010 J. 18

CHINESE clerk begs for a position in foreign firm, has had good experience in clerical work. Apply to Box 380, THE CHINA PRESS. 23984 J. 17

FOREIGNER (neutral), experienced Russian correspondent, speaking five European languages fluently, is open for engagement. Apply to Box 322, THE CHINA PRESS. 23987 J. 17

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How the Princess Olga Escaped from the Russian Revolutionists

The Grand Duke Paul, Her Husband, and Her Sons Killed by Bolsheviks, She Disguises Herself as a Dirty-Faced Peasant and Rides Out of Petrograd in a Farm Wagon

"The Delicately Nurtured Princess Olga Palley, Disguised as a Rough Peasant Woman, Munched a Crust of Black Bread to Keep Herself from Fainting, as the Farmer's Cart, Driven by Count Shouvaloff, Also Disguised, Jolted for Thirty Long Hours Over the Dreary Russian Plains Until They Reached Finland and Safety at Last!"

FROM Stockholm, the Swedish capital, comes a thrilling story of the rescue of a beautiful and charming Grand Duchess from the terrors of a starving, revolution mad Petrograd.

The rescuer is Count Paul Shouvaloff, the gallant young son of one of Russia's most historic families.

The rescued heroine is the wife of the late Grand Duke Paul of Russia, uncle of Czar Nicholas II. She was, in fact, the morganatic wife of the Grand Duke, but she occupied the highest position at court and society had become accustomed to speak of her as the Grand Duchess. She was Princess Olga Palley in her own right, an ancient title of the Ukraine borne by her family.

The Princess was one of the most beautiful, fascinating, romantic and picturesque women of the Russian court. She was equally well known in the highest society of Paris, and many Americans of the wealthiest cosmopolitan set knew her well.

The Princess and her family—her husband, the Grand Duke Paul; her stepchildren, Grand Duke Dmitri and Grand Duchess Marie; her sons, Princes Vladimir and Ivan Palley—were among the unfortunate members of the imperial family who stayed in Petrograd until the revolution reached its most savage phase.

Young Count Shouvaloff was lingering in Stockholm, looking for opportunities to help the fallen cause of the imperial family, when he heard the startling news that Grand Duke Paul and three other Grand Dukes had been imprisoned in Petrograd and were likely to lose their lives.

Count Shouvaloff's first thought was of the danger to the brilliant and charming wife of the Grand Duke, who had shown him great kindness at the beginning of his career. He received word that she was still alive but in great distress and in momentary danger of death.

The Count, it should be explained, is a member of one of Russia's most celebrated families, a grandson of Count Shouvaloff, who was a noted Russian Ambassador to England and Russia's representative at the Berlin Congress. His mother was a Princess Voronzoff-Dashkoff, of an equally distinguished family.

Count Paul, who was an ardent Imperialist, was forced to fly from Russia on account of his labors for the fallen Czar, and barely escaped with his life. Then he took up his station at Stockholm, the listening post for Russian affairs.

Stockholm has been a hotbed of intrigue for all the interests concerned in Russia. Bolsheviks, Moderate Socialists, Constitutional Democrats, Imperialists—all maintain agents in the Swedish capital. From Stockholm it is a short voyage across the Baltic Sea to Russia or to Finland, from which latter country direct contraband communication with Russia is possible.

Full of devotion and enthusiasm, young Count Shouvaloff determined to rescue the Princess Palley or die in the attempt. Fortunately he had plenty of money, prudently placed abroad by his family before the revolution.

With large quantities of gold sewed in his clothes and secreted in belts and sacks he hastened across the Baltic to Finland. There his first act was to subsidize liberally one of the contraband agents who smuggle people and goods out of Russia. This was simply to keep him furnished with information, horses and supplies. He was determined to conduct the rescue of the Princess himself.

The Count carefully disguised himself as a peasant of the far interior of Finland—almost a savage. Finland touches on the Arctic circle and some of its inhabitants are really savages. The young nobleman, accustomed to all the luxuries of court life, made himself look as dirty as possible, let his beard grow, dug his hands into the earth and made himself as grimy as any son of the soil. On his head he put a frowzy old fur cap and on his back a dirty sheepskin coat. The rest of his costume was a miscellaneous collection of rags.

Then he supplied himself with a Finnish peasant's cart. He selected a remote part of the country and slipped across the Russian frontier in the middle of a dark night. He carried a stock of miserable turnips and potatoes stored up during the Winter, and some skinny rabbits and birds, to complete the character.

In piercing cold he struggled on through the desolate forests and frozen swamps of this part of Russia. He depended on the compass to guide him. He was obliged to eat the food he carried with him, for he dared make no stops. Several times he had disquieting encounters with Bolshevik outposts, but he saved himself by giving up some of his stock of food.

At the end of thirty hours of great hardship he reached the distant outskirts of Petrograd. In the distance he saw the great gilded dome of St. Isaac's Cathedral, which he knew so well.

He was able to stay here in safety, because he was engaged in a calling very welcome in the vicinity. Peasants carrying anything eatable are eagerly welcomed in starving Petrograd, but they are compelled to give up their goods at fixed prices in the city, and so they stop outside and dispose of them at an enormous profit. His friends, the smugglers, sold his goods for their own profit and at the same time kept him informed about occurrences in the city.

The Grand Duke Paul, his son, Grand Duke Dmitri, and the Grand Dukes George and Nicholas Mikhailovitch, had been in prison for some weeks. On January 28, the day Count Shouvaloff arrived at Petrograd, they had been transferred from the Cipalernaia prison to the notorious St. Peter and St. Paul fortress. Many people thought it was a step toward their liberation, as the charges against them did not appear to be taken seriously.

The next day they were taken, one by one, from the large room in which they had all been confined, to small dungeons in the prison. There agents of the revolutionists visited them, one after the other, and deliberately shot them with automatic pistols pressed against their heads. Some time after the first report of this tragedy reached the outside world, it was stated

A Boyhood Picture of Grand Duke Dmitri, Son of the Grand Duke Paul and Stepson of the Princess Palley, Reported Executed with His Father by the Revolutionists. Dmitri Played a Leading Part in Removing the Impostor Rasputin.

that the Grand Duke Dmitri executed was not the son of Grand Duke Paul, but another Grand Duke Dmitri, his cousin.

The tragedy occurred in the Troubetskoi Bastion of the St. Peter and St. Paul Fortress, where the poor Princess Tarakanoff, in a former century, was drowned in her cell, and where Peter the Great tortured his oldest son Alexis to death.

Many people believed that the execution of the Grand Dukes was to be the signal for the massacre of all members of the aristocracy left in Petrograd.

Count Shouvaloff sent word to the Princess Palley to prepare to leave the city at once, and told her where to meet him. He instructed her to disguise herself as a miserable-looking peasant woman, so that no one would think of giving her a second look. It would have been utterly impossible for her to leave the country under her own name and in her ordinary costume.

The Princess had stayed on in Petrograd as long as there was any hope of saving her husband, although she knew it was extremely perilous for her to do so.

She had suffered every agony, every misery, every indignity. Her young sons, Princes Vladimir and Ivan Palley, and the Grand Duke Sergius were among those who were killed by being thrown down a mine pit.

In order to save her life and give some reasonable excuse for her continuance at Petrograd, she gave her services free to cataloguing the art treasures and books in her palace at Tsarkoe Selo, which had been seized by the revolutionists. It adjoined the great palace of Czar Nicholas.

The Princess persuaded the revolutionary officials that the art treasures would lose most of their market value unless they were properly catalogued. In return for this service she was allowed barely enough food to keep her body and soul together, but she had, what was more important to her, the privilege of living in or near Petrograd. Under the present rationing system the higher a person stands in the old social scale the less food he is allowed, until relatives of the former Czar receive nothing at all. The Princess was, therefore, in danger of starving before she took this work.

At last she had the agony of knowing that all her sacrifices, sufferings and humiliations were in vain. She prepared to die rather than join the ranks of the noblewomen who are leading lives of unspeakable degradation in Petrograd.

Then came the message from Count Shouvaloff. She was touched by his romantic devotion and consented to live out of gratitude to him.

"Meet me an hour before dawn. Disguise yourself absolutely as a peasant. Any suspicion that you are anything else will mean certain death to us both," read his message in part.

The beautiful Princess, noted throughout Europe for the splendor of her costumes, her jewels and the luxury of her surroundings, threw herself with spirit into the task of disguising herself as a rough peasant woman.

She discarded all her exquisite lingerie and put on worn and bedrabbled old woollen garments. She obtained a peasant woman's cast-off dress, greasy and patched.

To disguise her delicate, slender hands, bearing the ineffaceable stamp of luxurious breeding, was the most difficult task of all. To do this she dipped them in water and exposed them to the cold until the flesh swelled and cracked and the skin reddened. Then she rubbed dirt into the cracks.

With bowed back and shawl over her [illegible] trudged the dark streets to the appointed meeting place. The wildest revolutionist would hardly have thought of accosting her.

Before a tumbledown store waited the old peasant's cart, now empty, with a rough peasant, as bowed and grimy as herself, on the front seat. The car: was now empty of its goods.

At a sign from the stolid driver the Princess climbed up into the body of the cart, and the long ride began. Once outside of the Petrograd region the distinguished nobleman in the driver's seat drove as fast as his clumsy vehicle could go.

The endless ride was agony for the tender limbs of the delicately murtured Princess. She threw herself into every imaginable position in the rough cart, but every one became torture to her.

They dared not stop for rest or refreshment or any other purpose. The Count did not venture to speak to his charge, scarcely even to look at her. To keep herself from fainting the Princess munched away on a crust of dirty black bread.

At night the Count obtained a fresh horse at a spot agreed on with the smugglers. Then he drove on again over the bleak plains.

At the end of about thirty hours they reached the vicinity of the Russo-Finnish frontier. It was then dark. The Count realized that their danger here was very great, for it was probable that the disappearance of the Princess from Petrograd had become know and notification sent to the frontier guards.

Here a snowstorm set in. The Count drove on blindly through the storm, guided only by his compass. In his haste he bumped against an "isba," a small station provided for the frontier guards.

"Halt!" cried the Bolshevik guard.

The Count drove on wildly. The guard fired shot after shot at him, but they all missed, and the darkness and falling snow soon hid him. In half an hour more they were well on the Finnish side of the frontier.

When the Princess learned that she was at last in safety she threw herself in her rescuer's arms and fainted. In another day they were in Stockholm and enjoying the delights of civilization once more.

The Princess Palley has been a notable figure in European court life. Her first husband was Colonel Pistohlkors, of the Czar's guards. The Grand Duke Paul, tallest and handsomest of the Czar's uncles, lived very unhappily with his first wife, Princess Alexandra of Greece, and after her death married the colonel's beautiful wife.

The Czar at first did not approve of the marriage, but afterward fully forgave the Grand Duke and his wife, who was the most powerful personage at court before the revolution. Though some episodes in her career may have excited criticism, she is undeniably a very brilliant and interesting woman.

The Grand Duke Paul's son by his first wife, Grand Duke Dmitri, was the most popular younger member of the imperial family. He took a leading part in the removal of the impostor Rasputin. Through his position in the imperial family he was able to prevent the police from interfering and to promise immunity to the others concerned.

Since the Czar's death the Russian monarchists had spoken of Dmitri as the most suitable occupant of a restored throne. This was evidently one reason why the revolutionists executed him.

Dmitri's sister, the Grand Duchess Marie, who was for a short time Princess

The Princess Olga Palley, Wife of the Late Grand Duke Paul of Russia, One of the Most Brilliant and Influential Women of the Former Russian Court, Whose Thrilling Rescue from the Petrograd Revolutionists by Young Count Paul Shouvaloff Is Described Here.

The Late Grand Duke Paul, One of the Most Popular of the Late Czar Nicholas's Uncles, Who Was Recently Executed in the Gloomy Fortress of St. Peter and St. Paul at Petrograd.

William of Sweden, gained a reputation at one time as an unusually lively young Princess. A recent dispatch reported that she was in danger of losing her life in Russia.

Latest Afternoon Gowns By Lady Duff-Gordon

By Lady Duff Gordon

A Slip-On Gown of Sand-Colored Satin, Paneled with Bronze Green Silk. ***("Lucile" Model.)***

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

THE synonym of afternoon gowns is infinite variety.

Study the three gowns which I show you to-day and you will discover that the one real resemblance between them is that the skirts are longer than they have been since the would-be forgotten time of the street-sweeping gown. Forget this similarity and you will be struck with the range of lines, colors and materials displayed in the invention of this trio of robes.

The large left hand figure exhibits fur, crepe and velvet of different colors. The draped skirt is of gobelin blue velvet, having a border about the high belt line, of Kolinsky fur. A silver ornament with tassels of cerise silk is worn at the front, accentuating the belt line. The bodice is of taupe georgette crepe, over a white lace blouse. This collar and cuffs of the lace extend from beneath the taupe crepe. The cuffs, made of lace, are close-fitting, finishing long sleeves. The crepe sleeves are of three-quarter length, bell-shaped and finished by a border of fur. Above and below the shoulder line and above the strip of Kolinsky on the cuffs, are strips of sapphire blue velvet ribbon. A smart turban of cerise cloth, about which are arranged at intervals narrow bands of Kolinsky, and surmounted by stripped feathers, gives the brilliant addition to a costume, seeing which one of my patrons exclaimed: "It is as lovely as an old song."

A "modern necessity" is what I call the second figure. This slip-on gown enables a woman to transform herself from a state of simplicity to one of elegance in the two or three seconds it requires to shift the garment over the shoulders and fasten the hooks on the shoulders. The foundation of the gown is a one-piece dress of sand-colored satin. From the shoulders at the front and back hang panels of bronze-green silk brocaded with black velvet figures and lined with white satin. The high belt passing around the waist of the satin and through the front and back panels is of black velvet. The front belt is embroidered in emerald green silk. Around the neck is worn a single sable skin, showing the head, claws and tail of the luxury signifying animal. With it is worn a black velvet picture hat trimmed with black plumes.

The afternoon suit which I have christened the "Journeying Homeward," is yet another type of the smart costume suitable for afternoons of late Winter. Its building material is old rose charmeuse. Around the neck and above the knee line are bands of gray fox fur. Pale ecru lace peeps from beneath the charmeuse at the neck and sleeves. A softening note in the brilliant harmony is introduced by the gray velvet turban and its tuft of slate-colored feathers.

New Afternoon Gown of Fur, Crepe and Velvet of varying colors. ***("Lucile" Model.)***

"Journeying Homeward"—a Smart Costume of Charmeuse and Gray Fox Fur. ***("Lucile" Model.)***

For Post-War Wedding Gowns

By Sara Marshall Cook

The European wedding dress, with its convent simplicity, does not have the appeal for us that our own beautiful bridal costumery has. A Continental bride is married in the early morning, wearing a high-necked, long-sleeved gown of white satin with the veil draped so as to fall over her face. This would never do for us, so Paris has created many types of bridal dresses for her American clients.

One toilette de mariee, from a great French dressmaker, has as its foundation a straight short robe of white crepe satin with rather full tulle sleeves that sweep around the arms to be gathered to prim little lace bands at the wrists. Over this slip is placed a loose tunic that reminds one of the coat of amour of a Crusader, and this suggestion is further enhanced by covering the tunic with an intricate and elaborate embroidery of silver threads that catch in their stitchery thousands of pearl and crystal beads which make it glisten in the sunshine. Around the waist of this dress goes a girdle of crystal and silver, the ends of which fall in gleaming lengths almost to the hem of the slim white satin skirt.

A Striking Gown For The Dark-Haired Bride

The veil is draped in the form of a high casque that produces an effect of stateliness and beauty. The fair-haired ingenue type never would select this gown, but no robe could be more striking for a tall, dark-haired woman.

One elaborate bridal gown takes its inspiration from the days of the troubadours, when magnificent trains over which fell lace veils of inestimable value were carried by little pages. The straight robe of white satin is almost hidden by the front and back panels of silver brocade that are made even more elaborate by being bordered with pearls and strands of silver, hand embroidered into a design that simulates the scallops of rare old lace.

It is essentially a post-war wedding costume that knows nothing of conservation, but is rather a robe to stimulate artists in both gowns and fabrics to put forth their best creative efforts.

Prince Offers Some Picturesque Suggestions

A reaction from the flat arrangement of bridal veils that has been the mode for several years appears in the tendency to wear the veil draped high on the head. This inclination gives us many sources from which to draw our inspiration. For instance, there are the picturesque headdresses of France. And in Brittany and Normandy alone there are almost as many different shaped caps and modes of wearing these caps as there are villages.

So fortunate indeed is the modern bride who has access to a chest of ancestral laces. She who has not may well envy the lovely Tuscan brides of the Renaissance, whose dower chests contained laces that had been handed down from generation unto generation. Many of these were woven in castles or manor houses in the days when even queens worked at this beautiful and fascinating art. Or, perhaps, they had been years in the making within the walls of some convent.

Oldtime Flouncings Adapted To New Models

Very often the most beautiful of family laces are in the form of flouncings; these are difficult for the artist of the modern robe to handle. There is, however, a Redfern model that adapts itself perfectly to the use of oldtime flouncings. First, a slim little slip is made of bridal satin, then by skilful drapery this dress is almost hidden under a network of wide lace.

The flouncing may be used for this and also for the sleeves, which flow to a length half-way between the elbow and the wrist. A piece of the lace is attached to a low round neckline at the back, with very little fullness, and is caught by little clusters of orange blossoms on either shoulder to a front similarly draped. This forms a short cape. From the high waistline of this dress, which is of the Directoire period, falls a train of lace. This, too, attaches itself to the lacy panel at the front by having miniature bridal bouquets sewn here and there.

The tulle veil makes a high bonnet, which is held just above the ears at either side by a few orange blossoms.

For Those Who Marry In The Customs of Holland

Not every bride chooses to wear the classic wedding gown with a veil; some for one reason or another may, like John Alden and Priscilla, prefer to wed "in the magistrate's presence, after the Puritan way and the laudable custom of Holland." For the bride who does not wish to wear the classic robes and veil, many lovely costumes are created. An unusually informal one of white crepe satin is designed by a famous French dressmaker.

A tunic with short sleeves that hang like little capes is cut all in one piece, which is embroidered in motifs of white angora wool, while the tight underskirt, also of satin, is left without this ornamentation.

Inspired, no doubt, by the Red Cross nurse's uniform, is a wedding dress by Worth. It is just a plain white satin gown, short and trainless, and with it is worn a soft round hat of the same fabric, having a brim that turns up all the way round. From the hat falls a short tulle veil, after the fashion of the Red Cross veils.

Bridesmaids may wear any of the prevailing shades of the season. Citron color is new and smart. The frocks may be of citron colored georgette and since this new shade blends so beautifully with white, the hats might be of the same material as the gowns, with narrow bands of ermine on the outside edges of the brims.

Recuperation Robe Breaks Into Fashion

One of the most delightful novelties that has broken loose in Paris life is the sightseeing convalescence of American soldiers, who are permitted to go about in their pajamas. These men have heavy bathrobes over them, and they fill the interesting and historic spots of Paris from the Louvre to Montmartre, from Napoleon's Tomb to St. Germain. Their hospitals send them out in batches, with nurses and volunteer guides.

The men are not able to put on their clothes, and many are still on crutches, with their feet bandaged or their arms in slings.

At first Paris was amazed and surprised into a swirl of talk and counsel, but when she found that it was an extreme novelty she responded to the innovation with the enthusiasm that is French.

It is said that streams of little Paris children, nurses and young girls trail behind this caravan of pajama clad men. Every one volunteers to tell a bit of history, and the episodes have become joyful parties. Of course France must have a name for everything, so she instantly dubbed these costumes the "Robes of Recuperation" and started the wheels of fashion by making them for all her smart women. The actresses have exploited them on the stage in wonderful embroidered brocades and crepes and printed chiffons.

The women who are more smart than conservative have begun to use these pajamas as boudoir gowns in which they receive their friends for tea at five in the afternoon. The shops offer them to the American men at all prices to take home to their women folk.

All the fabrics that come from the loom have been utilised for these garments, and in addition there are now the turbans of recuperation. These are literally taken from the swathed heads of the sightseers in pajamas. These men have slight head wounds and are not able to put on hats. Their dead white bandages have given rise to indoor and outdoor turbans of white muslin for the Riviera and white satin for Paris. They are wrapped about the head, well down over one eye, and usually have an ornament of some kind across the front.

Is there any event in the world's history, frivolous or ghastly, beautiful or ugly, that France does not translate into clothes and fix in the mind through fabrics?

Lace! Lace! Lace!

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Dance Dresses

Dancing is the fashion, and therefore dance dresses must be in the fashion, too. The big Paris dressmakers now insist upon an ultra-long V opening at the back of evening bodices—a V which often reaches quite to the waistline; but the Parisiennes—those who really count, I mean—introduce a few soft folds of flesh-pink tulle or chiffon, in the form of a decollete chemisette, and so do away with a wholly unnecessary exposure of back. Curiously enough these bodices, which are cut so low at the back, are comparatively high in front—this is the latest idea. Many of the new dance frocks are cut in this way, and the sleeves are non-existent.

Big ostrich feather fans are again "the correct thing." This is going to be a feather season, of that there can be no doubt. We shall see feathers, large and small, in fringe form and fashioned into boas; long plumes on picture hats; clusters of shorter plumes on cloche shapes and toques, and tips dusted over with silver or gold holding together folds of chiffon or gauze on evening frocks.

Frills and flounces are creeping in, very quietly but very surely; and, curiously enough, it is in the world of girls' frocks—especially party frocks—that we most realise their influence. Gone is the straight line from shoulder to hem, and in its place we have a delicious broken line which indicates the presence of shaped flounces and quaint draperies of the pannier persuasion. Some of the prettiest party frocks for girls of 12 to 16 are made of taffetas, with the skirt covered with skimpy scalloped flounces. Please do not overlook the two important S.S., "skimpy scalloped." These two words form the leitmotif of a sartorial melody.

The young daughter of one of my friends recently became possessed of a particularly attractive dance frock. The material was chiffon taffetas and the skirt was covered with four scalloped flounces, each flounce piped with emerald green satin. The short sleeves were lined with green, and there was a novel collar which turned over back and front, and which also showed a green lining. I could imagine this model looking delightful if copied in black taffetas, for a very fair girl, with a narrow double belt of colored ribbon and two gold roses tucked away into the loops tied at one side.

A really uncommon party frock made of sapphire-blue taffetas took sack form, but it was inset with knife pleatings at regular intervals from waist to hem. The bodice was fulled over a twisted ceinture of sapphire-blue and dull rose ribbon.

At the Dressing Table

By Mimosa

How Milicent Cheated Father Time

I hadn't seen Milicent for over three years, when I called on her a few days ago, I knew she had taken up munition work at the beginning of the war, and from what I had heard of her from time to time, hard work, early rising, and late to bed, I quite expected to find her looking old, and very much the worse for her three years' work. But far from looking jaded and tired, I found her younger and fresher than when I had last seen her. Her complexion was smooth and clear, and her hair brighter, and more glossy than before, while the few wrinkles which I remember had entirely disappeared.

How She Preserved Her Complexion

After a little persuasion she told me the secret of how she had not only kept, but improved, her looks during the three years in which we had not met, in spite of her hard work and late hours.

She told me she owed the freshness of her complexion to the regular use every night of a little plain mercolised wax. This she rubbed gently into the face and neck, leaving it on all night, and washing it off in the morning with warm water. She had entirely given up the use of powder, which she told me she felt sure caused wrinkles, and was using instead a lotion made by mixing an ounce of cleminite in about two ounces of water. This lotion gives a most natural appearance, and is beneficial to the skin, and judging by her complexion I can well believe it.

Removing the Wrinkles

When I asked what she had done to remove the little wrinkles which I remembered round her eyes and mouth, she told me nothing. The use of the mercolised wax had done the trick without any effort on her part. This wax, it seems, gently peels off all the dead outer skin, slowly and imperceptibly while one sleeps, and with the dead skin, all lines and wrinkles, leaving the fresh young complexion beneath clear and smooth.

A Slight Growth of Superfluous Hair

There was another point upon which I was very curious. Milicent used to have a slight growth of hair on her upper lip, which I am forced to admit, entirely spoilt her claims to being considered a pretty girl, and this too had entirely disappeared, owing to the use she told me of a little powdered pheminol. After two applications, she said, all traces of the growth had disappeared, but as a precaution she had used some tekko paste for a couple of weeks afterwards.

How She Kept Her Hair Bright and Glossy

To keep her hair in good condition she had shampooed it regularly every fortnight with a dessert spoonful of stallax dissolved in hot water, then dried it without rinsing (as this is not necessary when using stallax) and given it a good brushing. Every month she gave it a stimulant in the form of a simple tonic. For one week in every four she massaged into the roots every night a tonic made by mixing an ounce of boranium with four ounces of Bay Rum or Eau de Cologne.

A Perfectly Natural Color

Milicent had always been naturally pale, and I remarked on the pretty flush which had come into her cheeks. This she confessed was not natural (although it had deceived even an expert like myself), but was brought about by using a little pure colliandum, which she applied to her cheeks with a piece of cotton wool. The beauty of this color was, that it appeared absolutely natural, for it deepened as the atmosphere became warmer, just as a natural color would.

You have heard of

Pond's Vanishing Cream—

seen it often, no doubt;

But do you know how different it is from any cream you ever used? Do you realize that it does for your skin something that no cold cream can do?

Rub a little Pond's Vanishing Cream on the back of your hand. At once it disappears. Notice how quickly your skin takes on a soft, milky tone. Even one application gives your skin a softness, smoothness and delicacy of coloring that is noticeably lovely.

Every woman who knows how to make her skin look its loveliest has found that, necessary as a cold cream is, it is not enough.

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People with oily skin should never use an oil cream

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Health, Beauty And The Home

Fruits You Should Try

By Mrs. Christine Frederick,
The Distinguished Authority on Household Efficiency.

IN Winter we all know that we need to eat more heavy foods, more sugars, starches and fats in order to resist the cold weather's constant efforts to lower our body temperatures. So the wise housewife sees that her family has plenty of boiled puddings with molasses, fried cakes, corn bread, dumplings, etc. But it should not be forgotten that such an overheavy diet needs a "balance" and the addition of foods which act as contrasts.

Fruit is needed all year round, as it is the one food which balances the other more substantial food qualities. Fruit contains salts and acids, some sugars and a great deal of water. No other food gives these valuable acids which keep the blood purified, cool and toned up. Also, we have recently discovered that fruits contain what are called "vitamines," which are particularly necessary to ward off disease and keep the blood pure.

Many housekeepers will say that they "can't afford fruit" in Winter. They may be thinking of expensive tropical fruits. But why cannot every table depend almost entirely on different kinds of dried fruits in Winter? There is a long list of these to be had at good stores everywhere—dried peaches, apricots, pears, apples, prunes, raisins, figs, dates, cherries, currants—more than one kind for every day in the week!

Most of these cost from 12 to 25 cents a pound. It is better to buy peeled peaches, apples and pears. Always select large prunes. The stones weigh the same in all sizes, and the smaller the prune the more waste. Those which are called "30-40" are a good grade. Raisins come in the "seedless" kind, which are small grapes grown without seeds, and the large "seeded" kinds which are the usual grapes with the seeds removed by machinery before they are dried.

All dried fruits have the same values dry as when taken fresh. Dried grapes or raisins have all the qualities of fresh grapes; dried pears are just as valuable as fresh ones. The only difference is that the moisture has been removed from the dried fruits.

The reason why many families don't like dried fruits is because they are not cooked and prepared in the right way. Too often the housekeeper puts them on to cook before they are sufficiently soaked, or she does not clean them well, or in other ways doesn't bring about the best results. Here are five rules to be followed in cooking all dried fruits:

1. Soak in tepid water.
2. Wash carefully, especially in the grooves and folds of the pieces.
3. Remove from this rinse water and put on to cook.
4. Simmer slowly so as not to toughen.
5. Remove cooked fruit, boil down juice more, then pour strained juice over cooked fruit.

Prepared like this, each piece should come out unbroken and with the juice clear and as delicious as that of canned fruit.

The chief reason why dried fruit is often not more appetizing is that it is not allowed to soak sufficiently long. If merely allowed to rest in water a couple of hours and then at once put on to cook the flesh becomes tough. All dried fruit should soak at least six hours before cooking. In many cases it is not necessary to cook the fruit at all. Merely make a syrup and pour over the already swollen fruit.

Who likes stewed raisins for breakfast? The small "seedless" kinds are delicious when soaked, simmered a trifle, without sugar, and served in sauce dishes. Raisins have a high sugar content and delicious flavor; they are laxative and tonic. Raisins may also be placed in the cereal, while it is cooking, or added to breads and cakes. They should be used far more than they now are in many households. One pound costs about 15 cents, and as this is sufficient to fill six sauce dishes they are not an expensive food.

Peaches, pears and apricots are all dried and bleached with sulphur. For this reason the water in which they have soaked should always be removed, and not used to cook them in. Apricots and others need an unusually thorough soaking, as they are frequently dirty. Cook very slowly, or not at all. Add syrup last and have it well strained so that the fruit will look appetizing and clear. Dried pears are as delicate in flavor as many of the canned varieties at a third the cost. The peeled peaches are excellent for breakfast, for supper, for pie filling and as "sauce" over Winter puddings.

Many persons do not know that a "prune" is not a separate fruit, but merely the dried form of the common blue egg plum. Prunes are very laxative, contain much sugar, and are the best of the dried fruits for children. Prunes used to be considered "cheap," and many jokes were made about the "boarding house prune," etc. But this year the Government has taken over so much of the crop that prunes are as much of a luxury as tropical fruits.

Prunes contain a strong acid, and it is sometimes well to counteract this by adding a small pinch of baking soda while cooking. Cook very slowly, so the skin will not get very tough. Mashed through a fine sieve prunes from a delightful form of "whip" to be used as a dessert.

Another dried fruit which deserves greater popularity is the small black cooking fig, which still sells at about twenty cents per pound. This is not a flattened fig, such as seen at the fruit and confectionery stores, but a small, whole, perfect fig, very dark and with a small stem. It may be soaked and used exactly as prunes or any dried fruit. As it contains very much natural sugar it needs none added while cooking, which makes it economical.

Figs are laxative and excellent for children as well as adults. Added to a cornmeal or bread pudding they make a welcome change from raisins. Candied figs may be made at home by dipping the moist fig in a cake icing and drying at once.

All dried fruits are best cooked in agate or enamel vessels, as most of them contain acids and some of them may have been bleached with acids. Therefore a vessel which acids do not affect is best. Never place dried fruit in aluminum or tin, which will give a bitter, unpleasant taste.

Dried cherries may be new to many housekeepers. These come in big boxes and are prepared just like any other fruits. A clear "soup" may be made of them to precede a heavy dinner, the acid acting as a contrast to the grease of the meat. They are also good stewed or they may be used in puddings like raisins.

Dried fruits are the cheapest kind of fruit at any season. Fresh fruit is so perishable that its transportation cost is very heavy, while canned fruit has to add the cost of the tin can plus the transportation.

"To Have Pretty, Well Kept Nails They Must Be Cared For Every Day."
Photograph Posed by MISS GRACE DARLING at CAMPBELL STUDIO.

Canned fruit also contains a great deal of water. Dried fruit, on the other hand, packs well, takes little sugar and keeps well under all sorts of conditions. For this reason, as well as the others mentioned, the housewife should include a generous supply of dried fruit in her Winter menus.

If the families are large it will be most economical to buy the fruit by the ten-pound box, as such a quantity will just about last until the fresh fruits are in market at reasonable prices. By using the different kinds listed here the family can have a different fruit at each meal, or each day at least, with saving to its pocketbook and with healthful relief for the heaviness of the average Winter list.

Appetizing Menus for the Week

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Breakfast	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*
Sliced Bananas, Cereal, Bread Crumb Griddle Cakes, Syrup, Coffee.	Stewed Apricots and Prunes, Oatmeal, Corn Cake, Coffee.	Baked Apples, Cereal, Toast, Coffee.	Cereal, Boston Brown Bread Toast, Melted Cheese, Coffee.	Stewed Fruit, Cereal, Codfish Balls, Muffins, Coffee.	Baked Apples, Cornmeal Mush, Grated Cheese, Jam, Coffee.	Oranges, Cereal, Quick Sally Lunn, Coffee.
Luncheon	*Luncheon*	*Luncheon*	*Luncheon*	*Luncheon*	*Luncheon*	*Dinner*
Baked Sausage, Apple Sauce, Potatoes, Lemon Gelatine, Tea.	Kidney Beans Quick Muffins, Lettuce and Pineapple Salad, Cookies, Tea.	Croquettes, Cole Slaw, Muffins, Sliced Fruit, Tea.	Baked Onions, Cream Sauce, Romaine Salad, Rice Pudding, Tea.	Dried Beans, Whole Wheat Bread, Carrot Jam, Canned Cherries, Gold Cakes.	Corn Chowder, Radishes, Rolls, Loganberry Jelly, Tea.	Chicken Fricassee, Corn Fritters, Baked Sweet Potatoes, Heart Lettuce Salad, Home Made Peach Charlotte Russe, Cookies, Coffee.
Dinner	*Dinner*	*Dinner*	*Dinner*	*Dinner*	*Dinner*	*Supper*
Emergency Soup Meat Loaf, Boiled Rice, Spinach, Lettuce Salad, Coffee.	Roast Stuffed Veal, Baked Potatoes, Spinach Timbals, Bread Pudding, Coffee.	Liver in Casserole (with Vegetables), Sugared Carrots, Apple and Nut Salad, Puddings, Coffee.	Potato Soup, Corned Beef, Boiled Potatoes, Boiled Turnips, Cornstarch Banana Compote, Coffee.	Broiled Fish, Parsley Potatoes, Boiled Beets, Pineapple Sponge, Vanilla Cookies, Coffee.	Fruit Cocktail, Corned Beef, Stewed Tomatoes, Asparagus, Graham Bread, Prune Souffle, Coffee.	Oyster Stew, Crackers, Lemon Jelly.

Tested Cooking Recipes

By Mary Lee Swann,
Principal, Scudder School of Household Arts.

Salt Mackerel Salad.

SOAK the mackerel for several hours before cooking. Mix equal parts flaked cooked mackerel (cold) and cold boiled potatoes (diced). Marinate or season with French dressing. Arrange on bed of lettuce or cress and sift a little hard cooked egg yolk over the whole.

Parsnip Fritters.

MIX 1 cup of cooked parsnips (which have been passed through potato ricer) with 2 beaten egg yolks and 1 teaspoon salt, ¼ teaspoon pepper, 1½ teaspoon baking powder and 1 cup of flour sifted together. Mix well and then fold in stiffly beaten whites of 2 eggs. Shape into small balls with 2 spoons, drop into hot, deep fat and cook until delicately browned. Turn frequently. Drain on unglazed paper. Canned corn may be used instead of parsnips.

Hopping John.

SOAK 1 cup of dried peas overnight in cold water. Add 1 onion and a dash of red pepper and allow to boil in 1½ quarts of water for about one hour. Then add 2 cups well-washed, uncooked rice. Cook about ½ hour, stirring occasionally, if necessary, with a fork. Then add a few slices of cooked sausage or a piece of cooked ham or bacon. (If possible, cook a ham bone with the peas, onions and pepper.) Set on back of stove to dry out, so that each grain of rice will stand apart.

Vegetable and Crab Flake Croquettes.

PASS ½ small carrot, ¼ cup turnip, 1 small onion and 1 tablespoon green pepper through meat chopper and then cook 5 minutes in 2 tablespoons fat. Add 1 cup tomato pulp, 2 or 3 cloves, ¼ bay leaf, 4 peppercorns and 1 allspice berry and ½ cup boiling water. Cook until vegetables are soft. Strain, reheat and add 3 tablespoons flour mixed with 1 teaspoon salt and ¼ cup cold water. Stir constantly until thick and smooth. Add 1 cup crabmeat and set aside to cool. Shape, roll in buttered crumbs and bake until delicately browned.

Corn Salad.

MIX 1 cup cooked corn with 1 cup cooked lima or string beans, 2 tablespoons finely chopped pimento, 2 tablespoons chopped green pepper and 1 tablespoon onion. Chill thoroughly. Marinate or season with French dressing, sprinkle lightly with paprika (Hungarian sweet pepper) and serve on lettuce leaves.

Pickled Prunes.

WASH 1 pound prunes and cook slowly for two hours with 1 quart water, the rind of 2 lemons and a spice bag containing 4 blades mace, ½ tablespoon cloves, 1 teaspoon allspice and 3 or 4 peppercorns. If necessary, add more water from time to time. Add 2 cups sugar and simmer another hour. Add ½ cup hot vinegar and the juice of 2 lemons and boil for five minutes. This is a delicious accompaniment to hot or cold meats.

Boned Guinea Hen.

DRESS 2 guinea hens carefully, removing all pinfeathers, drawing tendons and cutting off the tips of the wings. With a sharp vegetable knife bone them both and stuff one with the meat of the other after seasoning thoroughly with salt and pepper. Sew up, truss and roast 1 hour, basting frequently. Garnish with sprigs of crisp parsley. Serve with bread sauce or green pepper sauce. Currant jelly is also especially good with guinea hen.

Individual Crab Flake Cocktail

FRESH or canned crabmeat may be used. The canned Japanese crab flakes are very good. Place the cocktail glass, containing a little of the sauce described below in the centre of a small plate. Around the glass place 4 or 5 small choice lettuce leaves. Place a fine bit of crabmeat in each lettuce leaf. The sauce is made as follows: Mix thoroughly ¾ teaspoon grated horseradish, 6 drops tobasco sauce, 1 teaspoon Worcestershire sauce, ¼ cup tomato catsup, 1 teaspoon lemon juice and ¼ teaspoon salt.

Coffee Delight.

PREPARE 1 quart of strong black coffee. Strain and chill. Then add ½ cup sugar, 4 drops almond extract, a pinch of powdered mace and 2 cups of iced milk. Mix well. Pour over crushed ice into tall glasses. Garnish each glass with whipped and sweetened cream.

Mixed Vegetable Chowder.

PASS ¼ pound salt pork or bacon through meat grinder, with 1 onion and 1 green pepper. Then cook for five minutes. Add 1 pint stewed tomatoes and 1 pint water and cook until vegetables are perfectly tender. Cut 4 medium potatoes and 3 carrots into small pieces and cook in water until tender; drain and add, with 2 cups scalded milk, to other ingredients. Thicken with 2 tablespoons flour mixed with a little cold water or milk.

Kidney and Beef Pie.

SOAK 2 veal kidneys for an hour in cold water containing a pinch of soda and a little salt. Drain and dice them. Cut 1 pound chuck steak into small dice and combine with the kidney and 1 cup of minced onion. Dredge with sifted flour, salt and pepper and turn into a greased baking dish. Cover with boiling water and place a baking powder biscuit dough crust on top, allowing it to extend over the edge of the dish. Place in a hot oven for 10 or 15 minutes and then continue cooking in slow oven about 2 hours.

Green Pepper Sauce.

COVER bones which have been removed from 1 guinea hen (any chicken or fowl bones may be used) with cold water, add 1 small onion and 1 or 2 stalks of celery. Cook gently several hours, strain, cool and remove fat. Add 4 tablespoons chopped green pepper to 2 cups of the stock and cook gently ½ hour. Strain. Melt 4 tablespoons fat (skimmed from top of stock or liquid in which bones were boiled), add 4 tablespoons flour and blend and brown well. Add stock slowly, stirring constantly. Season to taste with salt and paprika. Cook about 2 minutes.

Doing Your Own Nails

By Lina Cavalieri,
The Most Famous Living Beauty.

PERSONALLY I always prefer to do my own nails. Then I am sure they will be done to suit me. I am very particular about this, because I believe that dainty finger nails comprise the most important finishing touch that a woman's hands can have.

It is not necessary to have an elaborate manicure set. A simple outfit that is good enough for all purposes should consist of: One large nail brush, for the outer part of the nail to keep it thoroughly clean; one strong but pliable nail file; one polisher (chamois covered); a pair of curved scissors; one orange-wood stick; one box of powdered pumice and one box of nail powder.

First soak the hands for five minutes in warm soapy water. They are now in a condition to respond readily to any corrective treatment that may be needful.

As soon as you take them out of the water, go around the outer edge of the nail with an orange-wood stick, pressing the cuticle back firmly, but softly. Do not press too hard on the nail, because any pressure upon it may injure the sensitive cutis beneath. Make an effort to coax the half-moon at the base of the nail into view.

After this you may file the nail into any shape you wish and cut off any ragged hang nails or uneven growths that mar the fine line of the edge. A slightly pointed effect is admissible, and is becoming to nearly all hands. But no exaggerated effects should be permitted, because this is in exceedingly poor taste.

Dip the nail polisher into the powder and polish each nail vigorously. But be careful to stop short of too high a polish. If the powder is still too much in evidence, then dip the hands once more in warm water, drying them thoroughly afterward. You will find that the palms of the hands add a polish to nails that are not readily susceptible to the polisher.

Should you find the nails brittle and the skin around them harsh you should bathe them daily in olive oil or make frequent applications of cold cream.

To do this, I pour a half a pint of olive oil into a shallow vessel. Into this oil I dip my nails, holding them there for five minutes if they are but slightly overgrown, fifteen minutes if badly covered with cuticle. Then when the cuticle is softened I go carefully over each one with a linen towel, softly pressing back the skin.

Most people fail to clean the edges of their nails properly. The way I do it is to twist a bit of cotton about the point of an orange-wood stick. Dip this end into peroxide of hydrogen and rub the dampened point of the orange-wood stick along the inside of the nail. I want you to notice that I said nail, not skin.

The reason so many persons must keep their nails short to keep them clean is that they use sharp or jagged instruments to clean the nail, and pressing or digging this into the skin beneath the nail makes it ragged and torn. This leaves an uneven edge of the skin to catch the dust and that is why so many fingers have that gray and even black rim that is so ugly a border for the fingers.

Watch the appearance of your nails carefully. If you notice that any portion of the skin about the nails has become sore or inflamed, do not neglect it. Keep the wound cleansed thoroughly in hot water or some good antiseptic, and then anoint that portion of the nail with a bit of camphor ice, or with vaseline or lanoline. Any preparation containing witch hazel is also good. If necessary to keep it from getting caught on everything, wrap that part of the finger up temporarily in a soft, white muslin or silk bandage.

If you are troubled with white spots on your nails lemon juice will be found a useful remedy. But as lemon has a tendency to make the nails brittle, it is well to rub a little cold cream on them afterward.

Do not think you can do your nails once a week and let it go at that. To have pretty, well kept nails, they must be cared for every day. Five minutes of your time is not much to devote to them in view of the results attained.

Carelessness in connection with the nails will cause you to feel ashamed many times for the appearance of your hands. But if you will give an hour once a week to a thorough overhauling and manicuring of your nails, and then bestow upon them the daily five minutes necessary to keep them in the pink of condition, I assure you you will have no reason to hesitate in offering your hand even to the fairy prince when he appears to claim largess from his beauteous lady love.

Beauty Questions Answered

WHEN my skin has been the least bit irritated it turns an ugly red. What should I do to prevent this?—EVA G.

The most useful thing I know of to tone down the redness that comes from a sensative and easily irritated skin is this:

Camphor water	1 pint
Glycerine	½ ounce
Powdered borax	¼ ounce

IN brushing the teeth is it wisest to use cold or warm water?—R. C.

Warm water is best because it will not prove so great a shock to the enamel. As soon as I arise in the morning I place my toothbrush in a glass of hot water. I let it remain there for half an hour until I have had my bath and my alcohol rub. This makes the bristles soft and renders the brush in a more sanitary condition for use on the tender gums.

DO you think that the constant use of powder will injure the texture of the skin?—M. C.

A poor powder used to excess has a tendency to clog the pores and thus induce a crop of blackheads. But pure rice powder can do no harm if removed at night with cold cream. Water will not remove the powder so effectually as cold cream will. Afterward you can cleanse the face with warm water and almond meal, or if you prefer with a good, pure soap.

MY daughter is extremely fond of golf, but I am afraid that too much of this out-of-door exercise will result in coarseness and over-development of muscle. Don't you think I should make her give it up?—MRS. E. S.

Your alarm is ill-founded, my dear woman. There is nothing like active exercise out of doors to develop those graceful curves that form so large a part of a woman's charm. Your daughter's devotion to golf may result in a slight broadening of the foot and a trifling enlargement of the ankle, but her foot running over the green meadows will train her whole body to the loveliest symmetry and grace imaginable. Every pale-looking, drawing-room miss who sees her will envy the wonderful sparkle in her eyes and the healthful pink glow of her complexion.

MY neck and shoulders are growing wrinkled and flabby, yet I must wear a low-cut dress every evening. Can you suggest something to improve their appearance?—ANITA.

You will find this a specially good massage cream for your neck and shoulders:

Glycerine	1 ounce
Rose water	1 ounce
Oxide of zinc	1 ounce

CAN you tell me how to make a good perfume to put on my skin after a bath?—EVE.

A perfume that gives off a most delightful odor, and will not injure the skin in the slightest degree, is made up in these proportions:

Rosemary	6 ounces
Orange peel (finely powdered)	½ ounce
Thyme	½ ounce
Rose water	1 pint

THE skin of my face is excessively dry and breaks easily. I have tried cocoa butter, but that seems to do no good. What would you advise?—ELISE.

For some skins cocoa butter acts as an irritant and should not be used. Here is a cream that I can recommend as being much more soothing and effective:

Oil of sweet almonds	100 grams
White wax	20 grams
Spermaceti	100 grams
Rosewater	10 grams

CAN you tell me how to prevent my hands chapping so badly in cold weather?—C. H.

The real reason your hands chap in the Winter is due to your own neglect and carelessness. If you will take the proper care of them every day you need never suffer from the discomfort of chapped hands. Never go out without drying your hands thoroughly and always wear warm gloves to protect them. If, in spite of all your care, they become chapped, then apply this soothing emollient every night:

Cocoa butter	½ ounce
Oxide of zinc	½ dram
Borax	½ dram
Oil of sweet almonds	½ ounce
Oil of bergamot	5 drops

Correct Thing to Do on All Occasions

SOMETIMES I meet a man I know half a dozen times during the day. Is it necessary that we should exchange elaborate salutations each time?—G. Y.

When meeting the same person several times in the day, it is not necessary to bow elaborately at every encounter; a very slight smile, or bow, or even just a friendly glance of recognition is enough.

DOES the best man at a wedding have any other duties besides his actual attendance at the ceremony?—D. A.

Besides the usual requirements of the ceremony, the best man should fee the minister, secure the carriage for the groom and carry the ring. He should also call upon the bride's mother two weeks after the wedding. In addition, he should make it his business to be one of the first callers upon the bride and groom as soon as they return from their honeymoon.

WILL you please tell me the right order of wedding anniversary celebrations?—MRS. WM. D.

The correct order of wedding anniversaries runs as follows: First year, paper; fifth, wooden; tenth, tin; twelfth, leather; fifteenth, crystal; twentieth, china; twenty-fifth, silver; thirtieth, ivory; fortieth, woolen; forty-fifth, silk; fiftieth, golden, and seventy-fifth, diamond.

WHAT difference, if any, is there between a gentleman's card and that of an unmarried woman?—E. S. J.

A gentleman's card is both thinner and smaller than a lady's but it should be equally chaste and fine in its engraving and appearance.

IN giving a dance at the seashore, where the servant problem is acute, what refreshments should I serve when I have only one maid?—MRS. E. P.

The simplest thing for you to serve would be a bowl of mild iced punch or a fruit lemonade which can be placed on a convenient table in the hall, leaving the guests to help themselves. Have the maid clear away the soiled glasses at intervals and replenish the supply of punch as often as needed.

IS it all right for a woman to have her second wedding in the same church that her first one was held in, and can it be arranged the same as the other?—B. B.

Yes, the second marriage may be solemnized in the church just like the first one, but good taste prescribes that whether the wedding takes place at her home or in church, a woman's second marriage is always conducted on a much less elaborate scale than her first, though in many details it may be similarly arranged.

Spring In Paris: A Japanese Philosopher's Observations

Everybody who follows the press of the Far East knows the delightful writing of Kaito Man—in private life S. Akimoto—whose articles have appeared in the Japan Advertiser for many years. Mr. Akimoto has been in Paris since the peace conference, tasting the novelty of French life and writing of it with his usual naivete and piquancy. Below is a nice sketch of Spring in Paris and Parisian life in Spring.

By S. Akimoto

"Spring has come, spring has come, but where has she come?" I fancy I hear a Japanese girl singing, as I write these lines. Here in Paris, the beautifullest city in the world, you now see spring, everywhere, morning, day and night—you see her in the street, the boulevard, in the hotel, the shop, the restaurant, the cafe; in the park and in the trees; in the hats, the costumes and the shoes of young ladies. In the faces of men and women walking in the promenade, or dining in the restaurant, you can see the joys of spring radiating after four years of trial and self-sacrifice.

A few evenings ago as I was descending the stairs in this great "Continental" hotel, I suddenly caught the delicious notes of music; I swelled in volume and distinctness till when I reached the ground floo the music rose to the deep rolling melody of a grand concert. I asked an elevator "boy" who was about 30 and wore three decorations on his breast, "What's the matter today? This is the first time I hear a band playing in this hotel. Is anything up?" The man raised his eyebrows simultaneously with his shoulders, and cocking his head gleefully on one side, as every merry Frenchman does when he wants to intimate that there is more meaning in what he says than his words literally express, and said: "After all the war fini, and spring come—" and another irrepressible shrug of the shoulders and a sidelong glance. "I understand what you mean, thank you very much," I said. "A nice evening!" he cried after me, as I hurried toward the door. (By the way, I find to my surprise that I can speak better English than most of the English-speaking Frenchmen I have come across in Paris, and some of them asked me flatteringly: "are you American?")

On that very evening I was convinced that the elevator "boy" was right. Out in the streets all the lamps were brilliantly lit, and long after 9 o'clock, the regulation time when all street lamps used to be extinguished and all the bars and cafes closed up, I saw the streets gay with light and thronging women and men, and the cafes and restaurants busy with customers. In one of the restaurants I went, and there was a piano playing in the middle of the beautiful dining parlor, red-curtained and red-carpeted and painted on the ceiling with alluring damsels as usual. The air was thick and warm with aromatic fumes of tobacco and wine. There were about 20 fashionably-dressed girls, bejewelled and diamonded on the breast, the wrist, the ears, and on the costume; their glossy straw hats fresh from the milliner, and their skirts only ankle deep, showing off the silk stockings and latest spring shoes. There were men, too, mostly soldiers and officers, but less in number than the women; all were dining, as they talked, and joked cheerily. A little dog dressed in silk came up by my side, and begun bowing affectionately, insisting on sharing my beefsteak. The company smiled and laughed.

While I was feeling the puppy, up rose a charming young lady, one of the company of three on the opposite bench. She stood beside the piano and began singing a tune. Evidently she was a professional singer but she sang a rather decorous song, it seemed to me, and when she finished and returned to her seat, there was unanimous acclamation. She had sung only for the joy of singing, and for the entertainment of the company! There was no reward apparently in coin of the realm, but in the satisfaction of having charmed a grateful company. I wished to the heavens the Japanese geisha would imitate the French girls and visit some fashionable restaurant in Tokio every evening at their own expense and sing and dance for no other reward than the altruistic consciousness of having entertained their fellow-men. The golden time may come, but seems rather remote.

I paid for this delightful dinner only 15 francs, just half what I would have paid for a similar dinner in my hotel. I could not help recounting my experience to a French aquaintance, and asked him to explain what it meant. He said, "It was always like that before the war, and now that the war is over, we are going back slowly and gradually to the status quo ante." Before I reached my hotel that evening at 11 o'clock I had been accosted over six times by painted beauties with such pithy remarks as "Hallo, Japon"" or "Petit Japonais, good evening!" Spring has surely come in the streets of Paris!

The day after that, I had occasion to visit one of the largest department stores in Paris. It is as large and beautiful and bustling as if Mitsukoshi, Shiroki and Matsuzakaya were rolled into one. Every floor is full to its capacity. Ninety-nine out of every hundred persons are females. Young elbows with old; beauty hustles ugliness, virtue and vice higgling at the same counter; and rich and poor treading on each other's toes.

Of all the stands the hat stand is most crowded. Every woman is buying a new summer hat. There are hundreds of different shapes and varieties, and women spend hours in making their choice. The most popular color in women's hats seems black. If I remember right, Tokio women used to wear black shawls and scarfs, and carried black parasols last year. Now I find, or I think I find, that the origin of this fashion is in Paris, where I guess Dame Fashion found the inspiration of new beauty in the mourning costume of young beautiful war widows. As far as I can see the hat seems the only commodity which French ladies care to look at in this department store. The Japanese ladies cannot possibly imagine how Occidental women go crazed over their hats.

Next to their hats, they seem most concerned with their shoes. To put on a new hat and new shoes and wear sparkling jewels on their costume is the height of ambition with many a woman in the West. But this reminds me of the amusing dialogue that I had the other day with a charming saleswoman in the Galleric Lafayette, another of Paris' famous department stores. I asked her opinion and advice concerning the things that I should buy for "my wives and sweethearts in Japan."

"Oh, the hats," she said.

"Japanese women do not wear hats," I returned.

"Then shoes," she suggested.

"They don't wear shoes either," I retorted.

"Ribbons?" she hinted.

"No, only the little girls wear ribbons in Japan," I explained.

"How about the silks, say, those beautiful bodies?" she pointed her fingers to a yonder stand where pretty colored silk frocks fluttered.

"You must know," I said, "that Japanese women do not wear a costume like yours. And then our country is noted for silk goods; we produce perhaps more beautiful silks than any other country in the world. I don't like to bring home anything which we have in my country."

"What," she exclaimed, with a gesture of astonishment, "your ladies never wear hats, shoes, or costume like ours? What on earth do they wear?" (She was polite enough not to add that she was glad she was not a Japanese woman).

I explained, or tried to explain, the Japanese obi and kanzashi, but she could not quite comprehend me, as the following remark showed.

"Did you say wide beautiful ribbons? We have very fine ribbons, and I will show you." She brought forth some very pretty embroidered ribbons, about a foot wide, worn over the frock as a sort of obi, she explained. I admitted their beauty and quality but said that it was of no use for Japanese women, because our women wear sashes as thick as the carpet, over two feet wide and nearly twenty feet in length, of gaudy colors and elaborate designs and so forth. The pretty saleswoman looked at me with an incredulous laugh.

"How about jewelry, necklaces, for instance?"

"There again, you are mistaken. Japanese women, except very few, ever wear necklaces. As to jewelry, it is too expensive for such as I. Besides, there are some places in the East, Colombo for instance, where you can buy rubies, sapphires and diamonds almost dirt cheap. Pearls we are selling to the whole world."

"Ladies' wrist watches?"

"They are now out of fashion in Tokio."

"Oh-h-h," she groaned, "I suppose your ladies never wear furs, either."

"No," I assented, "except some few rich upper-class ladies. The furs are so ugly when they are worn with the Japanese silk kimono that even rich people don't consider it good taste to combine furs with the kimono. You understand?"

"What in the world can I sell you then?"

"You can sell me many things," I said, "You have excellent glassware. Glass vases, perfume bottles, and especially fine looking-glasses. Every Japanese woman prizes her glass as her as soul. All paraphernalia of facial camouflage which you have in abundance are exactly what every Japanese woman wants. Our women, you must know, while they are inordinately proud of their black hair, are not equally proud, as they ought to be, of their yellow color. They would give their dearest possession in life to have a white skin like yours. Any kind of bilge water, sawdust, or sand which is said to be efficacious in making yellow skin white with the stamp of Paris on it, for choice, can be sold among our women at fabulous prices." And so on and so on——

* * *

I was strolling in the park hard by my hotel the day after. It was a warm, brilliant day, the sun shining almost with Nippon brightness. I could not bear the dungeon of hotel confinement. Many men and women, and many children too, were out enjoying the joyous vapors of spring. Green leaves, opening buds and young flowers were making a mute response to the alluring twitter of aerial minstrels. On the turf hopped little pigeons feeding upon the crumbs of bread which some old men were throwing out for them. From bough to bough flitted sparrows. Suddenly I caught the note of a military band playing, and I turned by steps in the direction of the sound. Along the iron railing about fifty French soldiers were playing some gallant military airs. They were surrounded by an international throng gloating upon the luxury of music. I could see tears in the eyes of some of the women. The French are an emotional people, but it does not take French emotionalism to be touched by good music on such a beautiful day, coming as it did after four years of unspeakable physical terrorism and spiritual famine. The sufferings of France during the war you in Japan could never imagine. But now suddenly you hear the notes of a brave military band bursting out into the balmy spring air. Not only are all dangers gone but are everywhere the sights of beauty, notes of joy and the tranquility of peace and safety. The blossoms flowering into beauty, the birds singing and the sun shining warm and kind—all this, formed the background for the glorious band now playing to enrapture French souls. No wonder that some susceptible hearts should be moved to tears of gratitude. Yes, spring has come everywhere. Spring has come in the hearts of men!

If there is one dissonant chord in the harmony of peace and springtime it is the so-called Peace Conference. The delegates of great countries have traveled, spluttered, confabulated for over four months, and begotten nothing. At the peace conference they were against one another. There is nothing but talking, and it is only relieved by sickness, absence and procrastination. The sentiments of the French and Americans are daily being estranged. The Americans are hating the English more and more. The French are stigmatising Mr. Wilson and all other Americans as being pro-German. Mr. Lloyd George is reported to be working at nothing else than the delicate task of peace-making between the two mortal foes, Wilson and Clemenceau.

* * *

By the time this reaches Japan and sees the light, all this will have passed away as a dream of the past. The cherry blossoms have scattered and you are probably thinking of the yukata, Oiso, Kamakura, Boshu, fire-works of Ryogoku and other pleasant concomitants of Japanese summer, and retain but a dim recollection of what I am writing as a historical eventuality of the past. I hope so.

Shops And Things

One of the most important things in buying a trousseau is the selection of the household linen.

First, let us take table linen. There is nothing lovelier for this purpose than plain damask, with a broad satin stripe. Figured damask in period designs is made for those who like to have their table linen in harmony with the rest of the furnishings of the dining room.

Towels That Are Plain And Others Elaborate

In towels the difficulty is to get linen ones. But they can be had. Plain huckaback or damask patterns are best for everyday use. Then there should be some more elaborate ones with hand embroidered edges or lace insertions, and in spite of their luxuriant appearance they are practical and thoroughly useful.

In bath towels you may like to get those with the colored borders, with washcloths and bathmats to match. When buying these you should never fail to ask if the colors are fast.

Teacloths and luncheon sets are very simple. Many of them are perfectly plain hemstitched squares combined with Belgian laces. There are, too, some lovely luncheon sets of unbleached Italian linen that come in sixteenth and seventeenth century designs.

A large display of all kinds of

HAND-MADE LACE, EMBROIDERY

SILK, PONGEES, ETC.

Best quality at moderate prices.

THE CATHAY LACE COMPANY

19, Nanking Road

JUST UNPACKED!

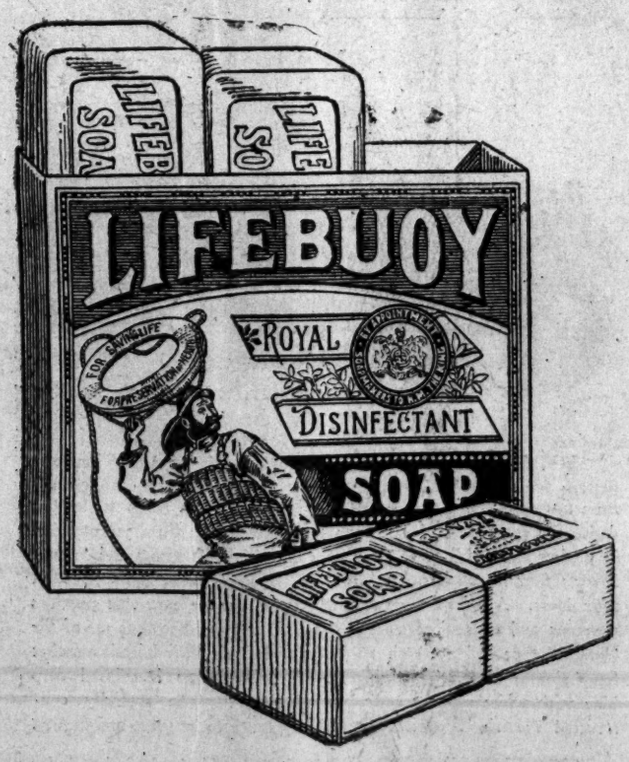
LATEST SUMMER HATS

FOR

LADIES

Now displayed at

The Sincere Co., Ltd.



HERE'S A BATH THAT WILL KEEP YOU COOL

The gentle refreshing action of the antiseptic in LIFEBUOY on the pores of the skin will be a joy to you.

It thoroughly cleanses and purifies, it clears out the pores and *removes all odours of perspiration.*

BATHE WITH

LIFEBUOY ROYAL DISINFECTANT SOAP

It is a wonderful cleaner possessing a rich refreshing lather.

Manufactured by LEVER BROTHERS, LIMITED, Port Sunlight, England.

AUTOMOBILES

SHANGHAI, SUNDAY, JUNE 15, 1919

CARE OF GREASE CUPS IS REAL INSURANCE

Too Much Lubrication Never Hurt Any Automobile, Motor Expert Declares

"It is generally recognised that today's automobile is an all-year-'round vehicle," says a motor expert. "But whether a car has been stored for the winter or kept in use, it is good practice to have it gone over in the spring to put it in shape for the year's work.

"One of the points so small that it is frequently overlooked is the matter of grease cups. After a hard season's work, especially during cold weather, the passages from the grease cups to the surfaces requiring the lubricant often get clogged up with hardened grease of bits of dirt.

"When this happens, the surfaces in question get no lubrication and consequently wear rapidly. Annoying and persistent squeaks and rattles are the inevitable results.

"The condition can be frequently recognised by the extrusion of the grease from under the cap of the grease cup when screwing it down. Hard turning of the cap is another indication of a clogged up passage.

"The safest plan is to take no chances. When the car is being overhauled, all grase cups should be removed, cleaned and thoroughly inspected to see that they are in porper operating condition. After that good cleaning of the grease passages with a piece of soft wire will generally insure the effective operation of your grease cups.

"And finally," he concludes, "when you have gone to so much trouble to make the grease cups work properly don't fail to use them freely and often. To much lubrication never hurt any automobile. Be liberal with the grease—it will save you money."

Repairing The Radiator

Repairing leaky radiators is anything but an easy job and the leaks are often hard to reach. It is hard at times to detect the exact spot at which the leak occurs. When this is the case, remove the radiator and place a rubber gasket under the filler cap, cork up all other openings except the overflow pipe, run the tube of a tire pump through a cork and place it in the overflow.

Place the radiator in a tub of water and pump air into it. Bubbles will issue from the points of leakage. These should be marked, so no time is wasted looking for the defective spots after it has been removed from the water. A good way to mark a honeycomb radiator is to place cotter pins at places where leakage occurs.

Another good radiator test is to connect the overflow pipe to a gas jet with a hose. When the gas is turned on and a lighted match passed over the radiator tubes, the location of any leak is immediately shown by flame.

After the radiator has been tested and the leaks located, place it on the bench, bolster it up on blocks and heat the leaky part of the tubes with a blow torch. When hotter than boiling, pour muriatic acid soldering solution through the fins all over the leaky tubes to clean their surfaces. Pour a ladleful of melted solder through the radiator over the leaky tubes. Note the method illustrated of catching the excess solder.

Turn the radiator over and pour the solder in from the other side in exactly the same manner. Then add a little more acid and apply a torch to melt the solder and sweat it into all leaks, closing them permanently.

Dipping is quicker and a more satisfactory way to solder the tubes of a radiator. The objection to the use of the soldering iron is that the tubes are so inaccessible that it is difficult to solder, and if a blow torch is used there is danger of melting some of the joints previously soldered. The ideal method is to provide a solder bath. The parts to be soldered are thoroughly cleaned and then the radiator dipped. The solder naturally will adhere only to the parts that are clean.

The standard honeycomb radiator is somewhat prone to these leaks, because of its thin metal and numerous joints, and repairing is exceedingly difficult, but a simple method of repair is illustrated. Entirely remove the leaky section and solder up the water passages entering into all sides of the resulting opening.

After testing, insert a dead section and solder its edges to the edges of the opening. Though the cooling capacity of the car is somewhat reduced, the job is satisfactory. For smaller leaks, a useful accessory known as leak preventer can be had at most accessory houses. It consist of two small plates with a piece of sheet rubber fixed on. A spiral spring is threaded through the aperture of the leaky cell, the plates hooked on, thus drawing them tightly together and holding them firmly up against the leak.

A jammed radiator tube is a more serious affair. While the stopping of one tube does not seriously interfere with the circulation, it is bound to cause trouble sooner or later, and the tube will freeze in cold weather. Cut the tube an inch above and below the jam and insert a new piece, soldering the connections.

Though leaks and splits of quite a large size may be fixed as shown in the illustration, it is necessary occasionally to tear the radiator down and put in new tubes. After removing the two headers from the core, test each tube for leaks, and if leaky, mark. Expand each of the defective tubes by running a piece of ¼-inch drill rod, upset at the end, and ground down into a sort of drill through them. Then insert a new radiator tube in each of these expanded tubes and sweat the ends to the outside of the old tubes.

The main precautions to observe in putting the radiator together are to have the surfaces clean, the iron well tinned, clean and hot, and to use plenty of soldering compound. A little experience should enable anyone to do this job well, and at a profit to himself.

Ford Car Is Known As The 'Iron Mule'

Many Of These Machines In Service In France, Italy And The East

The following letter was received recently by the Ford Motor Company, being an epistle written by a Ford admirer:

Dear Sirs:

I was reading a few advertisements of different papers on autos, pertaining to what they have done in this war. But nothing about our little Ford. So I'm writing you a few facts, which are as follows:

In France 700 cars out of 1,000 were Fords.

In Italy 850 cars out of 1,000 were Fords.

In Egypt 996 cars out of 1,000 were Fords.

In Mesopotamia 999 cars out of 1,000 were Fords.

Under British capture, the first car in Bagdad was a Ford.

The first car to cross the Persian mountains was a Ford.

The first car in the genuine Garden of Eden was a Ford.

The first car in the Holyland was a Ford.

Lines of communicatioh contained Fords by the hundreds from Bagdad to the Black Sea.

I have seen the Fords used as tanks, armored moving forts, electric light plants, water pumps, ambulances, supply cars, and lots of other things, and they were always ready for anything at any time.

These statements are fact, as I have served in action all through the countries named. And I name the Ford the best auto in the world. The-Iron-Mule-With-A-Kick. I remain,

Your friend,
BOSUN GILBERT,
313331 W. R. I W. T. R. E.
A British American, Bangalore, India.

P. S. Also when we recaptured Kut the first thing we landed on was a Ford with nothing left of it but its under frame, bare wheels and engine. Forty-five minutes afterward Mr. Ford was manned by a machine-gun, and was on the chase of the retreating Turks and the Cobra Hun.

The above tells its own story. We have not added to, or detracted from it, one word or syllable, and it is doubtful if a higher tribute could be paid to the sterling merits and all around dependability of a motor car than that coming to the Ford car through this simple letter from a soldier, who would not have the opinion he has of the Ford car if he had not seen it deliver a service unequaled, not only in the history of war, but in the history of peace.

MOTOR TRUCKS GREAT AID TO ITALY'S RAILWAYS

The use of motor vehicles as feeders to the railroads is believed to be more extended in Italy than in any other country in the world. This is owing to the fact that Italy is a mountainous country in which railroad lines can only be built at considerable cost and labor. The total length of normal track railroad lines in Italy is 8,700 miles, while the length of routes over which motor services are run with a fixed time table is 8,070 miles. There are 400 of these lines over which regular public services are run either as feeders to the railroad or in order to open up country which has remained inaccessible to the railroad.

These public automobile services for goods and passengers were begun in a small way ten years ago in order to meet the deficiencies of the railroad system. They immediately proved popular and rapidly extended until the regular routes are now almost equal in length to the railroad lines. The first of these public automobile services was started on the initiative of the Fiat Company, and this concern has always been the most important furnisher of vehicles for this work. At the present time of the 400 distinct routes, having a distance of 8,070 miles, 350 are fed by Fiat vehicles exclusively, the total length of those lines being 6,950 miles.

TRIUMPH MOTOR CYCLES

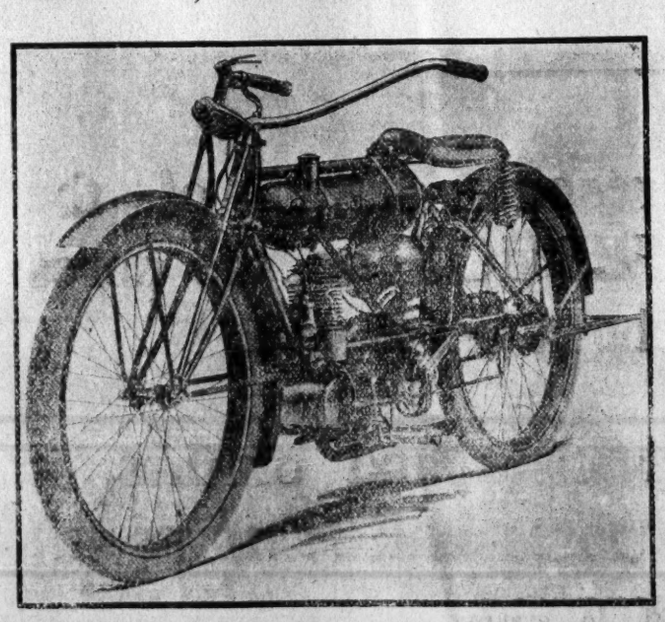
SPEED is the watchword of modern life. TRIUMPH Motor Cycles and Cycles combine *Swiftness* with *Sureness*. Again and again their unfailing reliability have helped to save a "tight" situation in Flanders.

Ask your Local Agent to place your name amongst the *early* purchasers of the PEACE TRIUMPH.

Write for Lists to:
Triumph Motor Cycle Co.,
Coventry, England.

THE "CLEVELAND" Motor-Cycle

Here it is, and here are some of its advantages:



1. Low First Cost
2. Long Mileage (75 miles per gallon)
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4. Light in Weight (Yet strongly built with plenty of speed)
5. Guaranteed for Six Months

Six Advantages That Count!

From every angle—the Masterpiece of Modern Motor Cycles

BETTER GET ONE, HADN'T YOU?

KLAUBER TRADING CORPORATION
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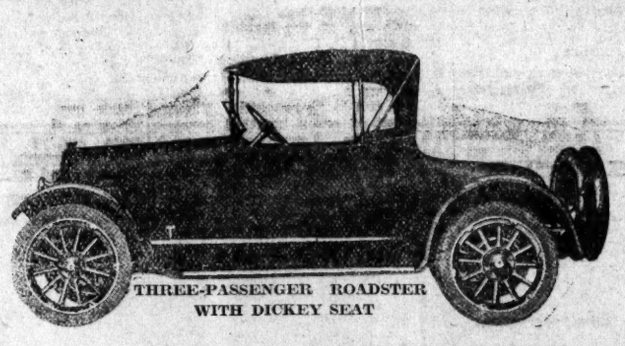
KING EIGHT CYLINDER
"THE CAR OF NO REGRETS"!



THREE-PASSENGER ROADSTER WITH DICKEY SEAT

KING FOURSOME WITH VICTORIA TOP

FOURSOME—First of its type, this handsome model is now a pattern for the entire industry. The style and dash of its "destroyer" lines have captivated public and manufacturer alike. For those who desire the sport type of car, with long, low, rakish lines, yet designed in perfect taste, this King fears no competition. Narrow and "racy," it seats four in comfort, has lengthy leg-room, and is equipped with four doors. A locked compartment just behind the rear seat provides generous and convenient storage space. The two front seats are of the "bucket" type and are each 19 inches wide. At their back is a socket lamp similar to the Touring Car. The Foursome is colored deep blue with white striping and black trimmings. The specially constructed Victoria Top gives the finishing touch to its grace and beauty.

THREE-PASSENGER ROADSTER—Although designed for three passengers, four may ride comfortably in this attractive model. Two roomy storage compartments help to make it a popular car with doctors, salesmen, engineers and long-distance motor tourists. The smaller compartment is located just back of the seat and is easily reached without disturbing passengers or leaving the car; the other is under the rear deck. Finished in French gray with black trimmings. Specially made Dickey seat.

The above models are all equipped with five wire wheels, including two extra oversize tyres. Ask for a demonstration.

Arkell & Douglas, Inc.

38 Canton Road DISTRIBUTORS Phone, Central 2002

CO-ORDINATE NATIONAL WITH STATE HIGHWAYS

States Won't Step Work On Account Of U. S. Government's Road Building Plans

"That the building of a national highway system will take away the work of the various State highway departments is a contention frequently made, but entirely at variance with facts and logic," says John A. Wilson, Past President of the American Automobile Association.

"Forty-four States have established definite systems of main highways, either by legislative action or by action of State and local officials, aggregating, according to the latest statistics, 203,523 miles, exclusive of a considerable mileage of local roads on which the States are granting aid.

"With additions which are being made from time to time to these systems, and taking into account the four additional States on an average basis, we may look to see at least 250,000 miles of State highways or 10 percent of the total mileage as the approximate length of main State highways. As the years go on, this will increase so as probably to always form about 10 percent of the total highway mileage. If the Federal Government takes over a system of fifty to seventy-five thousand miles it will cut into the State system only to the extent of some 20 to 25 percent and there will still remain enough main trunk line highways, to say nothing of local State aid roads, to keep every dollar of State money and every man of the State forces busy for a good many years to come.

"Any talk, therefore, of encroaching upon the useful field of the State Highway Departments by the building of a national highway system is utterly out of tune with the facts. Really what will happen is that the Federal Government and the State Governments will operate under a lars and will run a pretty race as to plan of matching miles instead of dolthe quality and quantity of work. Showering Government money like manna and leaving the States to put it where they will, is doing with the States what they found impracticable to do with the counties.

"The sooner the Government realises that the doing of a definite task by a compact organisation whose duties and responsibilities are clearcut is superior to the method of spending the same amount of money without plan or system, the sooner will the goal of co-ordinated national, State, county and township highway systems be attained. Intelligent public sentiment must take the form of practical public counsel and this the American Automobile Association is endeavoring to bring about through co-operation with other great national bodies directly concerned in the vital subject of highways and at the same time it is endeavoring to make clear the real facts in regard to just such questions as that of encroaching upon State activities."

New Principle Used In Goodrich Tire

Sturdy Cable Cords Figure In Construction Of Casings

"The Goodrich Silvertown cord tires is the embodiment of a new principle—a distinct advance in the art of tire building," declares a Goodrich distributor.

"It is a tire made, not of layers of fabric, but or sturdy Cable Cords, each cord rubber covered and rubber impregnated. Giving a far greater strength than tires ever had before, these cords —literally saturated with rubbery cushion—are so sinewy, so resilient that internal friction—burning out inside—the greatest destroyer of ordinary tires, has been effectually reduced. Silvertown has combined the two great aims of all tire making, greatest resilience and utmost strength.

"The result is more power, easier riding, fuel conservation and decreased upkeep all around. Not only are Silvertowns practically immune from stone bruises and exceedingly hard to puncture, but they are very easily and permanently repaired. Silvertowns often outlast repeated retreading.

"Our motto is 'tires plus service.' We are interested in every tire that we sell and we intend to see that every one of our customers gets the full value out of his purchase. If a tire goes wrong we want to know it and we will make it our business to find out the reason why. Our customers may at all times rely upon the Goodrich guarantee."

U. S. COMMERCE BODIES BOOST THE MOTOR TRUCK

Point To Lower Food Cost And Increased Business Truck Lines Will Bring

Recent suggestions to Chambers of Commerce to lower food costs and increase the business of their city and community through the establishment of co-operative inter-city and rural motor truck lines is receiving favorable comment everywhere in the United States, according to the B. F. Goodrich Rubber Company.

"Motor truck lines will open up a market for produce and stimulate production—the farmer 10, 15 or 20 miles out is just as close to town as the one at the edge of town," says the Marion, Ohio, Chamber of Commerce.

"The business men in Marion, and in every live town in the United States can afford and do subscribe—say $30,000 to $60,000 for the location of a factory to employ not more than 200 to 250 people—some 1,000 to 1,250 additional population," continues J. A. Williams, secretary of the Marion chamber. "What's this subscription for? Why do they subscribe? Because they know it means dollars and cents to them in trade, in the value of their real estate, in everything. They can figure out, by the law of averages, what those 200 or 300 families are worth—in groceries, clothing, shoes, hardware, theater tickets, medicine and what-not. If such a factory is worth $45,000, and it sure is, then a co-operative truck line putting approximately 100,000 people under their direct influence is certainly worth much more, as an investment, not as a gift. The inter-city and rural truck line will do that and more for Marion or any other city.

"Trucking lines throughout the territory tributary to a city will benefit not only the business of that city, but will place the residents of the small towns and the rural districts on a par with the fellow living in that city. It extends the corporate line—so far as business is concerned—to a point some 40 or 50 miles out in all directions. Such contact and service would pay any group of business men to operating a trucking business at cost. It will make the city a real center for business—for trade both ways.

"The era for the small produce commission man is here and he will be the greatest boon the farmer has ever had. Adequate transportation for short haul stuff for the railroads is out of the question, it has been for eight or ten years. The railroad for short-haul traffic is done, absolutely done, as short haul traffic and 'good railroading' can never be made compatible —the situation for short hauls will grow more difficult as time goes on. I speak with some 20 years' experience as an L. C. L. expert schedule man for a large railroad. The railroad took care of the short haul for the shipper in a haphazard way as long as it could. Their day in this class of traffic has passed.

"The success of inter-city and rural trucking projects all hangs on Good Roads. We have got to make up our minds that we have to deal with good roads in a big broad wayy, broad enough to include everything—the actual advantage of a good surface, and the indirect advantage to property and business and living."

Columbia Dry Batteries

When Your Engine Stops

When family auto, truck, tractor, or motor boat chokes up and loses its gait, it is then that you realize the advisability of carrying an extra set of **Columbias.**

Columbias put the spark of life into engines, autos, trucks, and tractors; they ring bells, give speech to telephones, light lanterns, make motor boats go.

Wherever battery power is needed, **Columbias** are the simplest source—full of energy to the very brim. Steady, reliable—proof against trouble.

Look for the Eagle Trade-Mark; it is a guarantee of efficiency and service.

The Fahnestock Spring Clip Binding Post, shown in the illustration, is a **Columbia** feature that sells batteries. With this Binding Post it is simply a matter of pressing down the spring and inserting the wire —and the connection is made

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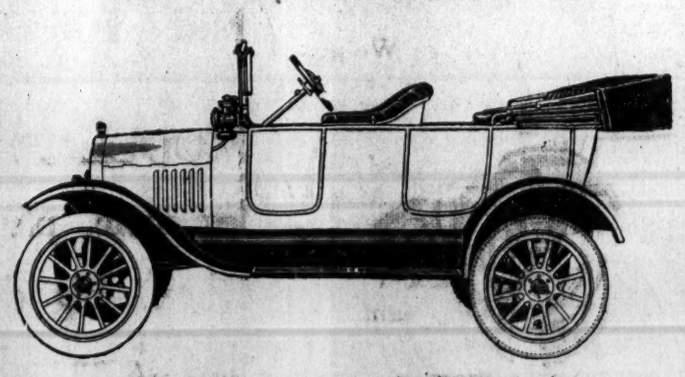

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Eliminating Squeaks And Noises

By Merle Shepard

This is the time of the year to take the rattles out of your car. During the winter these rattles have been accumulating while you have used your car for business. Now that you are probably going to use it for pleasure as well, it would pay to go over the car for the sole purpose of taking out the rattles and making it a more quiet and mentally comfortable vehicle.

There are a number of points on all cars which are bound to rattle after the car has been in service for a while, and these points are much alike on all makes of cars. The way to get at the matter is to approach these points first and go over them thoroughly with the idea of making the chassis as tight as possible and then take up the body and do the same with that. After you have done this then take the car and while you drive it have someone check over the noisy points and solve each of the problems presented by these noisy points individually.

A hint as to what points to look for first and what to go over as a rule on all cars may be of value. Taking the chassis first, as most of the rattle which are not readily apparent come from the chassis, the man who is working on his car can work from front to rear. Starting with the head lamps, the brackets which hold these in place should be thoroughly tested and see if they are rigid. If they are not, they are bound to be rattle producers and the rattle produced by loose parts of this kind make themselves felt at definite speeds, giving rise to what is known as the periodic rattle. Some of these rattles occur perhaps at twenty-five miles an hour and disappear at twenty-eight, and are not apparent either above or below this small range.

Look To Radiator

After tightening the lamp brackets go back to the radiator and see that the bolts which hold the radiator in place are tight. Very often these will loosen up after a Winter's driving and give rise to a pounding knock every time the car goes over a cobble or some place where the motion of the front end of the car is sufficient to throw the radiator up in the air and let it drop back again. Even if this motion is only a few thousandths of an inch it becomes readily apparent to anyone in the car.

A similar pounding action results from loose motor bolts; that is, the bolts which hold the engine to the frame or sub-frame. These should be tightened up and either lock washers put on or lock nuts, or perhaps castellated nuts are used with a cotter pin which holds them tight.

The steering gear will develop rattles if wear has gone too far. The joints in the steering connection should be closely examined and if worn they should be rebushed. Working back along the units of the chassis the universal joints should be carefully inspected and if they are worn or have too much play they either should be replaced or very thoroughly packed in wood fiber grease to reduce the noise. There is no repair possible on universal joints as a rule and it is very seldom that they wear out unless they have been grossly neglected.

The muffler supports are very prone to become loose and allow the muffler to rattle over rough roads. These should be rebolted tightly and it will be surprising how many times this will cure a rattle which seems almost impossible to find. In connection with the muffler, the bolts on the exhaust pipe should be tightened so that this is not free to rattle and shake around.

Radius Rod Care

If you have a torque or radius rods on your car be sure that they are tight. These are prolific rattle producers and unless everything is tight about them they are sure to cause noise. Another place which is almost certain to cause noise if the car has been driven any length of time are the spring shackle bolts. Wear is certain to come here because all of the road shocks are transmissed through them. The remedy is rebushing and a renewal of the spring bolts if no adjustments are provided at the shackle. On some of the newer cars provision is made to take up wear at this point by the means of an adjusting nut.

It is always necessary to go over the brake linkage and all of the clevis connections to be sure they are tight. Sometimes a noticeable rattle can be taken out of these by putting a light spring on them, hooking the spring over the connection and then over some fixed part of the chassis. This prevents play.

Body squeaks and rattles are easy to find and should be removed as the case requires. In closed cars look for rattles at the top of the glass doors. Door rattles can generally be cured by putting wedges under the rubber door bumper pads.

Battery Ignition Or Magneto

When automobiles were first built, the most reliable source of electric current for ignition was dry batteries, but the trouble with them was that they lost their energy after a certain amount of use so that the power of the motor began to decline because of the weakened spark, writes a contributor to Motor. To overcome this deficiency, the high tension magneto was evolved.

The magneto gained steadily in use until it reached a point where almost every car turned out, from high priced ones to low, was equipped with magneto ignition. When electric starting and lighting systems began to be added as regular equipment the use of the magneto on automobile motors declined to a large extent and battery ignition was substituted.

The reason for this change is not hard to find. The electric light and starter of course required a storage battery to operate them, and since the battery was necessary for one purpose, the manufacturers decided to use it for ignition as well since it was constantly charged by the generator on the car. This change was dictated more from the standpoint of economy in manufacturing costs than anything else because magnetos were more expensive than the battery ignition outfit.

Although a majority of the cars now made are equipped with battery ignition, it will be noted that most of them are in the medium and low price class. Practically all the highest grade cars have magneto ignition, using the battery for starting and lighting only. This would indicate that where first cost is not considered as much as ultimate performance, the magneto is given preference over the battery system.

The magneto is the most reliable source of electric current for gasoline motor ignition, as it is self contained and the ignition is not dependent on the proper functioning of numerous units such as the battery, the generator and its adjuncts, and so forth. The wiring required for the magneto is much simpler than for even the simplest battery system so that there is just so much less danger of trouble from defective wires.

All the units of a battery system are very much more complicated than the magneto and are therefore proportionately more liable to derangement and trouble. For instance, the current output of the generator is in proportion to its speed, which of course depends on the speed of the motor, and as it develops considerably more current at high speed than the battery can take, a somewhat delicate regulator is required to keep the voltage down within a certain limit. Conversely, when it operates at a very slow speed, its voltage may drop below that of the battery, in which case the current from the latter, being higher than that of the generator, would discharge through the armature and field coils. To overcome this danger, another device is used, known as a battery cut-out, which disconnects the battery from the generator under these conditions.

These and the other delicate devices in the battery system, including the battery, are liable to get out of order so that, if anything happens to any of them, the battery is affected and the ignition may be put out of commission also, and the car is laid up. However, if the motor has a magneto, its ignition does not depend on any of the parts of the starting and lighting system, and even though this system should fail entirely, the magneto would still furnish current to the spark plugs so that the car could be driven home.

The high tension magneto affords ignition in its simplest form, and as the magneto produces its own current through the operation of a natural law as embodied in the permanent magneto, it is much less liable to fail, and having no delicate parts to get out of order, it is not so subject to derangement. The wires are few and simple a high tension wire to each spark plug and one low tension to the ignition switch being all that are required.

The spark produced by the magneto is an exceedingly hot one and, unlike the battery system spark, is, comparatively speaking, of considerable duration. For this reason, it gives greater efficiency and pulling power to the motor and makes for better economy and mileage on a gallon of gasoline since there is more complete combustion of each charge due to the intense spark.

As further proof of the fact that magneto ignition is more reliable than battery ignition, notice that most if not all aeroplane motors, in which the ignition is of vital importance, are magneto equipped. Tractors and motor trucks almost invariably have a magneto. This is also the case with nine-tenths of the marine motors, even on the few that have self-starters.

It is plainly evident that the magneto has many points in its favor. It is self contained, and ignition is not dependent on the proper functioning of numerous other parts. It gives a hotter and more efficient spark than battery ignition, and the wiring is not so complicated. It is simple and easy to take care of and, having no delicate parts, is not liable to get out of order. Of course engineers differ, but it is worthy of note that where dependability of ignition is of paramount importance, the magneto is almost always given preference.

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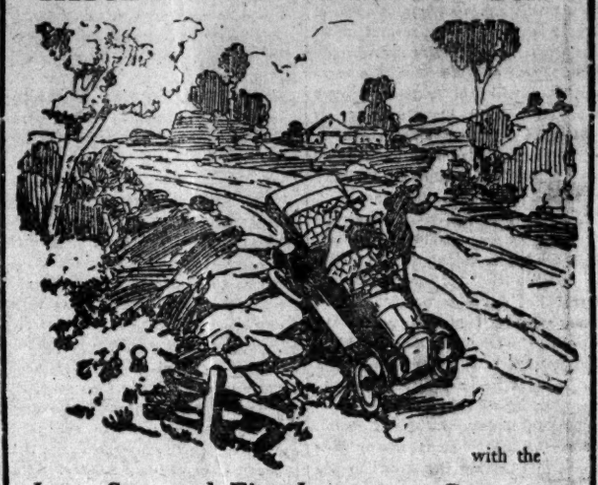

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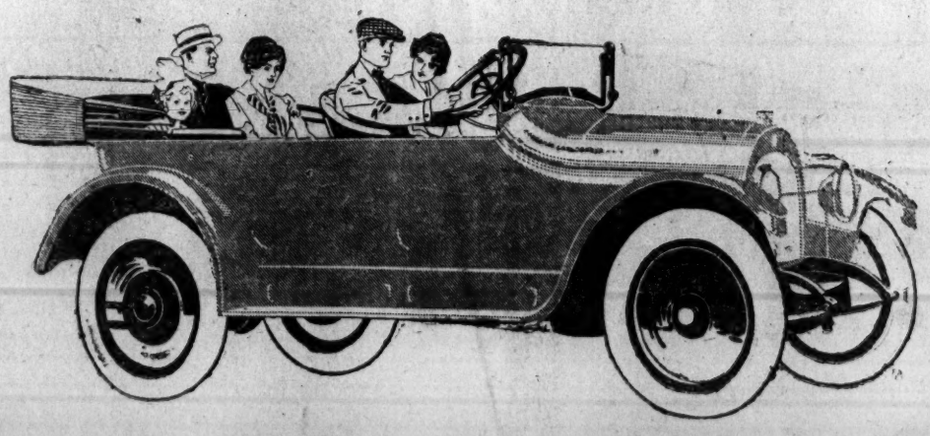

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Good Road Building Idea Gaining Support In U. S.

The Motor Truck Causes The Skeptical To Regard Plan As Worth While

By E. A. Williams, Jr.
(President of The Garford Motor Truck Company)

The public's conception of "good roads" has undergone a radical change in the last two years.

Prior to the entry of the United States into the world war, the non-motoring American public, more often than not, thought good roads were advocated chiefly for the benefit of their more fortunate neighbors who owned and drove their own motor cars. They were inclined to regard good roads laws as class legislation and were unwilling for the most part to lend either financial or moral support to the construction and upkeep of something from which they derived no direct benefits so far as they could see.

That conception no longer exists. Universal recognition of the motor truck's value as a means of transportation, demonstrated under the stress of war, has brought about a change.

The war merely hastened what leaders of the industry had foreseen for several years; it furnished the setting and the conditions which enabled the truck to establish itself as a factor in the economic life of the country. Under normal conditions its recognition and general adoption would have been more gradual, but none the less convincing.

The non-motoring public no longer looks upon good roads as "speedways" for the motoring "aristocracy." It has come to realise that motor trucks are essential as transportation factors and that good roads are necessary to the efficient operation of trucks. Its vision has been broadened; it sees the advantages and benefits which accrue from a combination of these factors—benefits which have a direct bearing upon the economic conditions of the community.

It sees the farm brought, one might say, to the very table of the consumer; it sees an ultimate decrease in food prices; and, those who pause to consider the matter further, see the ever expanding range of possibilities of the truck and its ally, good roads, throughout the industrial and commercial world.

With the universal recognition and adoption of the motor truck the public's conception of how roads should be built also has undergone a change. Heretofore there has been a vast difference between the average man's idea of good roads and that of the experienced engineer. The average man was content to build for the present; the engineer, as the result of past and not altogether satisfactory experience, knows and has known the importance of building for the future as well as the present.

The first thing a railroad does after obtaining a right-of-way, as everyone knows, is to build a roadbed and lay tracks. That roadbed is put in to stay. The track, which corresponds to the surface of the highway, is built of the most substantial and practical material to be had.

The railroad officials, however, do not expect his roadbed and track to last forever without attention. Long ago they learned that the only way to assure safety and durability is to anticipate depreciation and make constant repairs.

For this purpose they maintain crews who are continually repairing and reconstructing the roadbeds and replacing tracks. From time to time flaws are certain to develop—conditions and elements over which man has no control are responsible. These are quickly remedied—reinforced—by the crews which always are on the lookout for such breaks.

That is just what we are coming to in roadbuilding. For years it has been customary for county engineers to direct such operations but for the most part their work has been hampered by lack of funds, and inadequate force or by limited legislation and more or less red tape. There are some states in which farmers are still working out their road-tax by the day, hauling gravel or stone in a more or less haphazard fashion for the construction of roads; upon their efforts and those of a limited force of hired workers depend the maintainance of the community's highways.

In the past we have built for the present only; in the future we will build for the present and future. We have come to realise the economy of constructing roads of lasting materials, of laying the most durable foundations —foundations which will last for time upon end and require a minimum amount of attention.

Our forefathers recognised, in a manner, the necessity of installing durable foundations back in the days when they built corduroy roads through the wildernesses of this country. Recently in an Indiana city, engineers were installing a concrete foundation along the main thoroughfare. In excavating they came upon a corduroy road, buried several inches under the street surface. The road was constructed of black walnut and extended, they found later, for a distance of nearly a mile. Rather expensive roadbeds in these days. The logs were in excellent condition. They made a complete new survey and utilised the old roadbed in their concrete construction.

Roads of the future will not only be built to meet the requirements which necessarily will be made upon them but they will be maintained, or should be, in the same systematic manner that a railroad maintains its property. As the railroads utilise their own equipment for repairing and construction purposes, the truck will be utilised in good roads building and upkeep. Road maintenance crews, with their truck equipment, will be as familiar a sight as those we see constantly at work along railroad right-of-ways.

Highway improvement naturally is in its infancy. It will be many years perhaps before the vast system which will extend throughout the country will become a reality. But with the impetus gained during and immediately following the war the work should progress with greater rapidity and more discernible results in the next five years than it has in the past score of years. Congress has shown its appreciation of the vital need for improved highways by passing an amendment to the post-office bill providing for an increased appropriation of G.$200,000,000 to be expended in highway development.

State legislatures throughout the country are and have been engaged in the consideration of numerous bills which carry large appropriations for the development of roads. Even this is just beginning.

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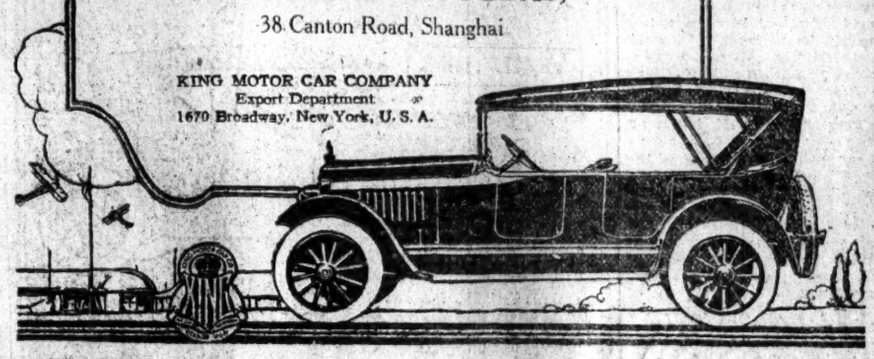

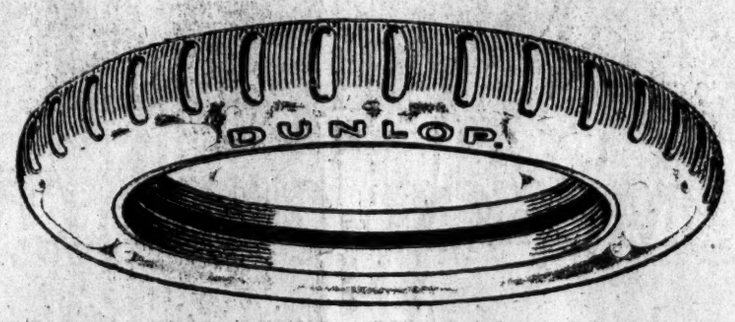

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In no instance does this time-worn moral apply so appropriately as to the question of tyre economy, for it is the "long run," in other words, mileage, which proves the economy of buying the best in tyres.

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France, Nous Voila!

The First American Touring Party Takes The Road In France With Entirely Satisfactory Results And An Enthusiastic Welcome

By Blanche McManus
(In Motor)

It was the Captain himself, who thus added to his war laurels the kudos of having been the first after-the-war tourist en auto in France who told me the story.

Recovering from large doses of German gas he had got an indefinite, elastic leave, not the regulation seven days with the usual complicated railway rider attached to both ends.

His pioneer motor touring party included also a brother officer covered with wounds and glory and two American women, shining executives of reconstruction endeavor in the devastated regions, all of them deserving candidates for a rest cure by road.

First to catch the automobile. Motor cars in France, for touring, as well as the tourists themselves, had long been out of fashion. Before the war a touring car might be hired anywhere in France for the equivalent of ten cents a kilometer. Now the rare garages that had the rarer automobile for hire would only agree to let them take the road for two francs and a half a kilometer, and then only in Paris or for short suburban runs.

"Cheaper to buy our car," hazarded one of the competent American ladies. This was agreed to unanimously. But neither are touring nor any other cars easy to buy in France these times, not through regular trade channels.

Our touring hero was resourceful. "There's a car standing by the curb; let's ask the owner if he will sell," said the Captain, gallantly leading the four across a stretch of amethystine pavement to where a chic French officer was alighting from an equally chic reseda-colored car.

"Would Monsieur le Commandant care to sell his automobile?" blandly asked the Captain. War etiquette is that nothing surprises and everything synchronises like the spark from a master coil.

The Frenchman, as if it was an everyday occurrence that he should sell a car within the shadow of the Arc de Triomphe to an American brother officer, answered promptly: "Mais oui, Capitaine, si vous voulez."

The bargain was closed in five minutes and ten thousand francs in French billets de banque, the price of the car, were as promptly transferred from the khaki pocket to the one of horizon blue, and our quartet took immediate possession.

This successful "curb transaction," as the Captain called it, he being, in peace times, a shining light in Wall Street, was supplemented by an equally successful manipulation of one of the seven keys to gasoline. The quantity for the entire journey would have to be carried with them.

The last touch was given by the Captain when, with much ceremony, he fastened the pennant of his well-known home automobile club and the A. A. A. emblem on the radiator cap.

From now on it is as the Captain tells it:

"Out from Paris by the Porte d'Italie our car headed south by east, and free of militarism we became genuine tourists at last. And the Buick began to sing the first stanzas of its 'Wheel Song of the Road' with an American driver pushing the pedals. We were running over the best known touring route in the world—the historic Route d'Italie from Paris to Nice and Ventimiglia via the Golden Hillsides of Burgundy and the Valley of the Rhone to the shores of the Mediterranean, over those long, straight, tree-bordered Routes Nationales whose dust had not been turned by a touring wheel quartet for well going on five long years of war.

"The pennant was the cause of our being classed en route as some sort of a High Commission from one of the new countries of Central Europe just aborning, but it was as touring propagandists that we announced ourselves to the blue-bloused and white-coiffed peasant men and women of the villages and chessboard fields, and the sabot shod drivers of high, two-wheeled country carts, and the round-eyed children tending cows on a leash by the roadside. All traces of war were left far behind in the cold, gray zone north of Paris. This was the peaceful agricultural France we knew of old, with the road surfaces for the most part even better, just from that very lack of tourist traffic in all these years.

"As tourists we proudly announced ourselves as we drove into the courtyard of the solid substantial hotels of the country towns, remembered as of old as being good, and good they were still, with prices less than half of those we had left behind in the north. The first swallow of summer was not in it for smoothness of the gliding of our car.

"'Ils sont les vrais touristes,' spread the magic half-whisper. Our party was the target on all sides on which all eyes practised when we entered the dining rooms. The diners rose from their tables to come over and congratulate us. The proprietor, on more than one occasion, would open a bottle of the now famous 1915 Burgundy, the war wine-crop of the Cote d'Or, the best *cru* turned out in that famous wine belt in sixty years, to celebrate the French hotelier's real victory—the return of his best patrons, the American automobilists.

"A bigger sensation we created at those little wayside inns, so fondly remembered, too, and we almost wept with joy to find them so unchanged. Food the best to be had in France, and this just because of that same lack of transport from which the country is suffering, and which is sending up city prices and keeping them down in the country. The country folk are eating at home their good things of the table instead of purveying to the city dweller with them.

"It was at these rambling, red-roofed little hostelries that the landlord, who is usually the chef, as also is the good French country fashion, would come out to welcome us as the returning of his best clients that had arrived by road in many a long day of fasting.

"Voila, les touristes, enfin," he would call out delightedly, and the little white-capped maids would come running out wreathed in smiles, while the garcon, just demobilised, would show us the way to turn the car into the old vaulted stable that houses farm carts and cows and serves also as the garage.

"Over the mountains of mid-France and through Lyons—third city—of silk fame, and over the recently inaugurated Pont Wilson, we plunged down by the banks of the turbulent Rhone into the sunshine of the southland, where it is hard for the American soldier to realise that the days stack up true blue and rainless for weeks on end.

"Into multi-colored Marseilles, with its polychromatic war population, for one of its world-famed fish dinners at Basso's on the Vieux Port. Out again we followed the waving blue scollops of the Mediterraneon shore and ate our meals on terraces under grape vines and fig trees at prices that blot out the memories of the continually rising peace congress restaurants. Good food with much olive oil, garlic and saffron bouillabaisse. The further south you go in the French country-side the cheaper the prices, the most variegated the food and the most of it.

"On through Hyeres, where the best violets come from, we rolled. Here, too, we came in contact with several hundred khaki doughboys, lodged for convalescence in half a dozen spacious hotels, each sunning himself back to health and each wearing a bunch of violets, gifts of fair local friends.

"We put in three days at Saint Raphael, the first of the real Riviera resorts, with three good hotels to its credit, marble terraces, palm trees and all the rest. We continued our way along the Coast of Blue. After what an American general has named sewer warfare the Riviera was as a Paradise of the Gods. We did the usual tourist act and gathered oranges off the trees; there were lemons to pull, too, had we wanted them. We filled our car with golden mimosa from the mountain-side, narcissi and carnations and roses until it looked like a conservatory on wheels.

"Through Cannes to Antibes and its rose gardens to Nice and over the wonderful Corniche boulevards, once so crowded with automobiles in the old days of touring splendor that they were a moving mass of motors, but which are now absolutely barren of pleasure cars. It may be said that we only met ourselves, coming and going, on the whole trip. We even gratified our ambitions to be pioneer tourists over the newly named "Corniche Wilson," the third road link between Nice and Monte Carlo, though still partly unfinished on account of the war.

"Everywhere we dashed through American waves of yellow khaki lapping on this coast of blue, thousands of them in the requisitioned hotels of this most lovely of all leave areas, the Riviera being now the principal leave center in France for American permissionaires. How they revel in it!

"We were lucky in our transactions on the street, for on the street in Nice, more accurately on the famous Boulevard des Anglais, we made another good bargain and sold our faithful, willing Buick to another Frenchman in search of a good car and, with the same rapidity closed out for eight thousand francs. You must admit that two thousand francs, a little less than the equivalent of four hundred dollars, was cheap for the honor of being the pioneer-after-the-war tourists—say a hundred dollars a head."

The army that France now wants to come over from America is the American Expeditionary Touring Automobile Force.

The Captain, as chief of the advance touring expedition, has earned the right to paraphrase for the touring automobilist the famous "France, Nous Voila!"

A Car To Every 18 Persons In U.S.

Washington, D. C., May 13.—How many automobiles are there now in the United States?

It would surprise most persons to learn that there is an average of one motor vehicle for every 18 inhabitants, including men, women and children.

No other country on earth shows anything like that percentage of motor vehicles. The United States is the premier "country on wheels."

A canvass of the country develops the fact that on January 1 last a total of 6,225,192 automobiles and motor trucks were registered, a.n expansion of 73 percent in two years.

When one stops to calculate the investment represented by 6,000,000 motor vehicles he is staggered at its immensity. The average cost to the purchaser of the cars and trucks now in operation was easily $1,000, so that there is here a total investment of $6,225,192,000, and only a few years ago the "horseless carriage" was a curiosity.

It is a fair presumption that the miles of these cars will average 5,000 a year, or over 30,000,000,000 miles every twelfth-month. It is also safe to say that the expeditures for tires, gasoline and repairs will average 7 cents a mile, or $2,100,000,000 yearly for maintenance and cost of operation. This waives all consideration of the very vital element of depreciation.

The field of the motor vehicle is constantly broadening. An output of 1,500,000 cars, perhaps 2,000,000, a year for several years to come is not an extravagant prediction. If the whole country had an automobile "density" equal to that of the state of Iowa there would be 16,000,000,000 on the road today.

The automobile is here to stay. The luxury of yesterday becomes the necessity of today. It is permanently woven into our social and economic fabrics. As the old "boat" lags behind in condition, style and popularity a new and better one must take its place—expense purely incidental. Thus it is that automobile stocks are growing in investment popularity. Only the preface of the romance has been written.

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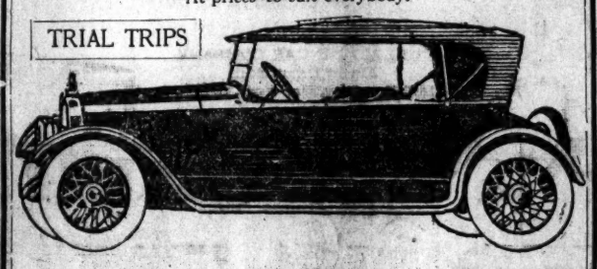

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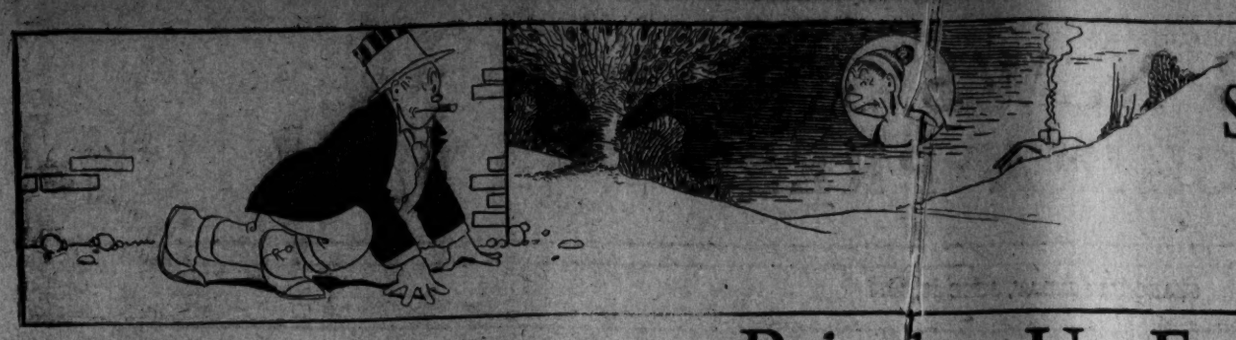

Sporting and Comic Picture Section

Sunday, June 15th, 1919

Bringing Up Father

I WUZ THERE AN' DUGAN WUZ HERE - ME AN' CASEY WUZ ARGUIN': WELL - WHEN WE GOT FIGHTIN' -
OH! MOTHER - FATHER'S GRAMMAR IS AWFUL: WHY DON'T YOU MAKE HIM STUDY ENGLISH -
I'LL ATTEND TO IT TOMORROW!
1

SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, JUNE 15, 1919

PLAN BIG YEAR FOR SWIMMERS

Rowing Club Summer Series Of Events Scheduled To Start July 9

MANY LADIES JOIN

Large Number Of Fair Sex Expected To Take Part In Competitions

Now that the Spring Regatta is over, members of the Rowing Club who are interested in swimming are beginning to turn their attention to the activities of the bath and the unusually hot weather that we have been experiencing makes a plunge in the tank a regular life-saver these days. It will, however, be some time yet before the active competitive swimming season begins.

The 1919 Summer series of competitions organised by the committee will not start until July 9. The series will comprise practically same events as last year and the first evening there will be a one-length handicap, followed by graceful diving and a water polo match.

In the meantime, swimming enthusiasts are getting into shape for the season and present indications go to forecast a very successful year for the art locally. Next Saturday week the mixed bathing commences and from the number of new lady members enrolled it is expected that the fair sex will be well represented in this year's competitions if only they can conquer their bashfulness and enter with enthusiasm for the public competitions which the committee are always most anxious to promote in their behalf if the necessary support is forthcoming from the mermaids themselves.

Big Year All Around

No news is yet to hand of the opening of the International Swimming Club's season nor of that of the Police Swimming Club, although it is understood that both these organisations figure on a very successful year.

Probably the annual general meeting of the Shanghai Amateur Swimming Association will be held before the end of this month.

Apropos of water polo, a suggestion has been made that a game be gotten up between a seven of oldtimers and a team composed of the younger players. It would certainly be interesting to have a match between a team comprising such of the 1919 interport players as are at present available and a side made up of seven of the best of the newer men. It is stated that C. W. O. ("Nick") Mayne will soon be back in town from the war, and a seven made up of him, Denys Cooke, G. J. Robinson, W. Jones, Jack Wilson, R. W. MacCabe, and P. Fowler would give the younger generation something to do. Most of the above oldtimers are still active in the game, and doubtless what they would lack in speed they would make up in tank tactics. It is on the card that such a game be arranged in the near future.

No definite news has yet been had as to the proposed interport contest with Hongkong, although it is expected that same will be organised in view of the undoubted keenness of both ports to revive the series of these competitions.

Big League Standings
May 9

NATIONAL LEAGUE

	Won.	Lost.	P.C.
Brooklyn	9	1	.900
Cincinnati	9	3	.750
Chicago	7	4	.636
New York	6	4	.600
Pittsburgh	5	6	.455
Philadelphia	4	6	.400
St. Louis	3	11	.231
Boston	1	9	.100

AMERICAN LEAGUE

	Won.	Lost.	P.C.
Chicago	10	2	.833
Boston	7	4	.636
New York	6	4	.600
Cleveland	6	5	.545
Washington	6	6	.500
St. Louis	3	7	.300
Philadelphia	3	8	.273
Detroit	3	8	.273

CRICKET IN ENGLAND

(Reuter's Agency War Service)

London, June 9.—Cricket: At Lords today the Australians beat Marylebone by ten wickets.

Smiles *from the* Mixed Court

Just because Wong Vung-soo's cargo lighter didn't happen to be equipped with a soldering outfit some firm in England has been cheated out of a large sized surprise and Wong himself is slated for a very quiet and prosaic time of it during the next six months—as are also two of his crew.

Wong's craft was chartered a day or so ago by the Shanghai Transportation Company to lighter part of a consignment of dried egg yolk received from a local firm to the ship which was to take it to Liverpool. The cargo was transported first to the Customs and passed and then to the Kiuklang Road jetty, where it lay over night. It was then worked over to the ship and loading started.

As the coolies ale-aled the cases into the hold the ship official who was supervising the job perceived that something was leaking from them. Inspection revealed the seepage to be rice. The official got out the bills of lading and looked them over again. No, he hadn't been mistaken, the cargo specified was dried egg yolk. Then he called a halt to activities and refused the shipment.

When the cases were opened it was found that as regarded eleven cases the enclosed tins had their lids artistically removed, the original contents had been extracted and a very inferior brand of rice had been substituted. The failure to resolder on the tops on tins had caused the exposure.

When the laodah and his assistants appeared in the Mixed Court the former looked very much grieved and told the Magistrate that he felt that way too. When he hired his crew, he said, he had believed them to be all honorable men. His judgment had evidently been defective. Two of his crew had absconded since the bogus cargo had been brought to light. It was apparent that these two had brought disgrace upon the innocent.

The court, however, could not quite get a grip on the thought that 11 large cases of goods could be systematically revised on board one medium sized lighter without practically the entire personnel of the craft having some inkling of it.

The Ingenuity Of Woo Ah-doo

Woo Ah-doo was handed over to a Chinese policeman by Yang Ng-pau, who explained that the prisoner had converted his Yang's home, into a desolation. How was that, inquired the cop.

"Like this," said Yang. "While I was away from the house this dray horse in human form who pretends to be a friend of mine, visited the place and took away one ordinary table, one wash stand, one dressing table, four chairs, one clothing box, two brass candlesticks, one cotton bed cover and four pillows. You'd never believe the change there is in the place."

The policeman looked inquiringly at Woo.

"Yes," said Woo, "but—"

Woo got a chance to finish his statement next morning when he was given a nice comfortable railing to lean against, with side-boards to keep him from falling out.

It was this way, he declared: last year Yang had come to him and borrowed several long, skin-lined gowns. He had frequently thereafter asked his friend to return the garments but they were not forthcoming. He had a strong suspicion that they had found their way into some pawnshop. As a last resort he had gone round and impounded Yang's household furnishings. But, he protested, it was only in the way of conveying the hint to the delinquent.

During the three weeks of Woo's effacement Yang can have padlocks fitted to all his bric-a-brac.

The Versatility Of Woo

Many a man mislays his hat but it requires considerable mental disengagement to mislay one's hat and one's address at one and the same time. Such a peerless piece of compound abstraction was accomplished a few days ago by Woo Tsh-ung who was discovered inside foreign premises at 3 Darroch Road. He said he went into the house to look for his straw hat. He was still positive on this point in court next morning and the court prescribed five days in a quiet room where he may back his train of thought uninterruptedly along to the point at which the missing headwear was abandoned.

INDOOR SPORTS By Tad

HE WONT BE READY TO WORK FOR AN HOUR YET- HES JUST PEELING UP HIS SLEEVES- HE'S GOTTA WASH AND CALL UP A DOZEN PEOPLE YET
BY THE TIME THAT HE GETS READY TO GO TO WORK ITS TIME TO GO HOME
SAY- HE MUST HAVE SPENT HIS CUB DAYS ON A MOVING PICTURE MONTHLY OR SUMPN LIKE THAT
I'LL BET THAT IT TAKES HIM THREE HOURS TO GET UP IN THE MORNING
OH BOY!! GET ME AN ELECTRIC LIGHT GLOBE 2 PENCILS A PAIR OF SCISSORS A MUCILAGE POT AND A FEW MATCHES
INDOOR SPORTS
WATCHING THE GAY DOG OF THE COPY DESK AS HE ROLLS UP HIS SLEEVES ETC READY FOR THE NIGHTS WURK
TAD '29

At The Theaters

"Pots and Pans Peggy" will be shown for the last times, matinee and night, at the Apollo Theater today. In the evening the program will include Pathe's American and British Gazettes and a Lonesome Luke comedy in which the laughmaker will be seen in "Wanted $5,000."

For the first three days of the week, opening tomorrow, "Aladdin from Broadway" is to be the feature attraction at the Apollo with Antonio Moreno as star. Edith Storey appears in the picture with him.

Following the matinee this afternoon "Sporting Life" will be shown tonight and Monday at the Victoria theater. Beginning Tuesday the main attraction of the Victoria program for the next three days will be "A Price For Folly" with Antonio Moreno as star.

"Dodging A Million" with Mabel Normand as star will be offered as the feature today and tomorrow at the Olympic theater. It is a story of thrills and mystery in seven parts.

A Douglas Fairbanks picture, "Flirting With Fate," which is made up of five reels of swift action is to be shown at the Isis theater today at matinee and in the evening. Two episodes of the serial, "The Bull's Eye" are also to be shown. Beginning tomorrow the Isis will present a Triangle program, the chief item of which is a picture called "Madcap Madge" in which Olive Thomas is star.

A unique detail of the week's list of attractions will be the concert and entertainment to be given in the Palm Garden at the Astor House next Saturday and Sunday by the Columbia Park Boys' School Club. This troupe is made up of forty-two San Francisco school boys who are touring the world under the direction of Major S. S. Peixotto. Included in the company is a band of 38 pieces and an orchestra.

NO BASEBALL TODAY

Rain put a crimp in the aspirations of the baseballers yesterday and late last night it was announced that no game would be played today because of the condition of the grounds.

'My Hardest Golf Match'

By Francis Ouimet

(New York World)

During my ten years or more of competitive golf I have played dozens and dozens of matches, many of which were won or lost after the most bitter competition. I can recall many of these and, most important of all, the psychological hole or climax which brought either success or defeat.

It is a very fine thing, I think, for all golfers to pick out the hole or shot that acted as the turning point of a game and to reflect upon it. More especially is this important when the player has been defeated. He can help himself in this way by analysing the shot and its result and thus avoiding committing the same error again.

In 1913 I played two great matches, one against Vardon and Ray, which I won: the other against Jerry Travers, which I lost. Against the Englishman the thought of victory had never entered my head. In the match with Travers I was opposed to a grand golfer who outplayed me slightly. But as this happened to be a magnificent iron shot at the psychological moment it was sufficient unto the day.

In that struggle with Travers I played the difficult Garden City course in a thirty-six hole match in 74 in the morning and just as well in the afternoon up to the thirty-fourth hole. There the match ended. Any golfer who can beat two 74s over the Garden City course I gladly award the palm to. That was what Travers did in our match.

Though the above matches were keenly fought and the golf played of a higher order, I am still of the opinion that my hardest match was with Bill Fownes of Pittsburgh, who is to captain the American team against the Canadians this summer.

In the late summer of 1914 I met Fownes in the semi-finals of the American amateur championship at the Ekwanok Country Club of Manchester. We both wanted to win that match more than we cared to acknowledge. It was a thirty-six hole affair, as are all matches in this event with the exception of the first round. Sometimes the first round goes thirty-six holes if the entry list warrants it.

For eighteen holes Fownes and I battled tooth and nail, having short holes in 2s and longer ones in 3s with spectacular frequency. Neither of us could show an advantage at the end of the morning round. The last eighteen was equally brilliant. I must confess that I was stepping along at my best clip, but my opponent was traveling just a little faster. Driving off the fairly long but difficult sixteenth, I was one down. I pulled my ball to the long grass. Fownes got away with one of his best far down the center of the course. I had to play my second shot first.

That hole measures in the neighborhood of 380 yards. Owing to the nature of the turf and the incline of the fairway the distance is equivalent to a hole of about 450 yards under normal conditions, or two long shots. About three hundred yards from the tee a bunker spans the fairway. My ball lay heavily in the rough and my second had to carry about one hundred yards to clear the bunker. Such a shot required a powerful stroke and I didn't care to take the chance. Therefore I played short of the hazard.

Fownes needed a long second to reach the green. I just naturally thought he would do it. And a loss of that hole would put me down with only two to go.

Fownes' second drifted a bit to the the left and short of the green. That made me feel that I still had a fair chance to halve the hole. I was not thinking of winning it. My midiron to the green left me eight feet from the hole. Bill's approach was not up to his accustomed form and his ball slipped on past the hole about twenty feet.

The situation took on a more rosy hue for me and I began to think that I might win this hole after all and square the match. His putt was a heart-breaker. It came straight for the hole but just before reaching it sagged off a trifle and rolled by several feet. But it stopped directly in my line of play and my hopes vanished because I had a non-negotiable stymie. I took the half and was glad to get it after all, for the reason that if I had received what was due me I would have left that hole two down with two to play.

We both got off good drives from the next tee. Fownes' approach left him such a difficult putt that my four squared the match. The eighteenth is quite similar to the sixteenth at Edwanok, just a trifle longer. Mine was the longest ball, though Fownes was directly behind me. He played first and pushed his brassie to the right of the green. The distance was fine, the direction poor. I argued with myself as to the club to play my second with. I finally chose a cleek in preference to my brassie.

Hitting the ball for all I was worth against the breeze I looked up in time to see it carrying its way toward the pin. I knew it must be on and hurried ahead to see how close to the hole. It lay twenty feet away. Bill Fownes played his approach from just off the green and left himself a fifteen foot putt. My putt skimmed by the hole and lay about two feet away, assuring me a 4. All day long Fownes had been holing out fifteen "footers." I wondered if he would do it this time.

He looked the ground over carefully, took his stance and hit his ball with a delightful firmness right for the center of the cup. I was certain it was in. It rolled nearer and nearer to the hole and it seemed as though nothing could stop it. I waited—impatiently—for it to drop. His ball came right up to the rim of the cup, seemed to fall, but hesitated. It stopped at the very brink. I was almost afraid to take my stance lest I cause the ground to tremble. The merest zephyr could blow it in. My two feet putt went home and I won by a single hole, the toughest golf match I ever played.

Lawn Bowls

The league match between the Shanghai Lawn Bowls Club and the Yangtszepoo Lawn Bowls Club will be held this afternoon on the former's rinks at 5 p.m.

The following will represent Yangtszepoo:

R. C. Aitkenhead, W. T. Bissett, F. Lloyd and F. Ferrier.

A. A. Malcolm, A. Taylor, D. Smith and A. J. Ferrier.

G. McMurdo, A. S. Allan, W. Marshall and D. Campbell.

J. Shaw, P. H. Robinson, G. Bloom and A. McGregor.

R. Dorrance, S. Marks, T. H. Brownlie and J. MacPherson.

W. S. Campbell, G. Johnstone, W. McPhail and C. Richards.

The following have been selected to play for the S.L.B.C.: G. L. Campbell, J. J. Sheridan, J. Munro, W. Gater, J. T. Dusselduff, A. D. Bell, Alex. Samson, W. N. C. Allen, J. C. Macdougall, J. Park, R. G. H. Cole, F. L. Marshall, Albert Taylor, J. D. Gaines, J. Buckley, R. Simmons, Capt. Dewar, C. J. Head, A. Habecost, W. B. Pitt, F. A. Sampson, H. Manwaring, A. J. Stokes and W. A. Ogden.

S.R.C. v. Junior Golf Club

The league match between the S.R.C. and Junior Golf Club teams will be played on the S.R.C. rinks this afternoon at 5 o'clock. The following will turn out for their respective clubs.

S.J.G.C.:—A. Braid, P. B. Critchley, J. A. Anderson and W. R. Kinipple.

D. McAlister, G. Marshgreen, F. Downs and P. Ephgrave.

T. Spring, F. George, J. J. Marshgreen and M. B. Anderson.

G. B. Stormes, H. Macfarland, G. H. Hall and A. E. Hayward.

Reserves:—T. Anderson and E. A. Barnard.

S.R.C.:—H. Veitch, P. Reeves, H. B. Ollerdessen and M. David.

R. J. Bowerman, W. Milner, J. Grant and S. Wallace.

J. E. Lucas, H. Smyth, E. Thomas and J. O'Keffe.

A. Eek, W. S. Featherstonhaugh, G. Gilbert and E. Fanstone.

Reserves:—F. S. Ramplin, A. J. Brown and W. Johnstone.

Tomorrow's Band Program

The following program will be played by the Band in the Public Garden tomorrow, weather permitting, beginning at 5:30 p.m.:

1. March—In the Land O' Yamo Yamo ..... Fisher
2. Overture—Semiramide ... Rossini
3. Waltz—Reverie ..... Waldteufel
4. Selection—Princess Ida ... Sullivan
5. (a) Song—Nirvana ..... Adams
   (b) Ronde Lontaine ..... Gillet
6. Selection—Going Up ..... Hirsch

A. de KEYSER,
Conductor-in-Charge.

BOUT FOR TITLE TO BE IN TOLEDO

Rickard Announces Site For Dempsey-Willard Championship Fight On July 4

TWELVE ROUNDS IS LIMIT

Referee's Decision May Shift Laurels; City Is Well Located

New York, May 1.—Toledo, Ohio, has been selected as the battle ground where the ring will be pitched for the heavyweight championship bout between Jess Willard and Jack Dempsey on July 4. Announcement to that effect was made last night by Tex Richard, who has bound himself to pay $100,000 to the champion and $27,500 to Dempsey for their services on that occasion.

Rickard said he had received a permit from the Boxing Commission of Toledo to stage the contest there, and that he would erect a stadium in Bay View Park, property owned by the city, which would enable between 40,000 and 50,000 persons to witness the bout.

Under the rules of the Boxing Commission, Willard and Dempsey will box twelve rounds to a referee's decision.

Christopher Wall, Toledo's Director of Public Safety and chairman of the Boxing Commission, of which Mayor Schreiber is a member issued the permit to Rickard. Bay View Park is a fine stretch of level ground, and is only fifteen minutes' walk from the heart of the city.

Law Permits Bout

When Rickard was asked if he had assurances from the officials of the State that there would be no interference, he replied:

"No. I neither asked nor expected assurances from any State official that the bout would not be interfered with, and I am in a position to say that such action was not required. I had my attorneys investigate the law in Ohio, and they assure me there is no ground on which the State officials could take action against the contest.

"According to the opinion of my attorneys, after an exhaustive examination of the law of the State, a bout in which a purse was offered to the contestants, to be divided on the basis of a winner's and loser's share, would be a prize fight and in violation of the law. But a boxing contest between two men who merely are paid for their services does not violate the law. Willard and Dempsey are not to box for a purse. I am to pay each man a stated sum for his services in the ring, and thus there will be no violation of the law.

"This whole question was thoroughly thrashed out on the occasion of the bout between Johnny Kilbane and George Chaney for the featherweight championship at Cedar Point, Ohio, on September 4, 1916. Matt Hinkel was the promoter and referee. He paid the boxers for their services. While the Attorney-General of the State investigated, he took no action, as he found that the boys were not fighting for a prize.

"There have been several court decisions in the State upholding the right of boxers to give their services in the ring for a stated compensation, and, therefore, I do not expect any such action on the part of the State authorities."

Looks For Opposition

Rickard was asked if he did not think the prominence of the boxers, and the fact that it was to be for the heavyweight championship, would arouse general opposition by those who do not favor boxing under any conditions.

"I presume so," said Rickard. "No doubt the same element that tried to deprive New York of Sunday baseball and succeeded in preventing the passage of the boxing bills will make itself felt and heard. But it seems to me it is high time this obstructionist element that tries to stop every rational amusement that is desired by the people, should be squelched. Boxing has been approved by the highest officials in the army and navy, and by scores of civilians in professional and official life.

"There is not a single valid objection to the sport, and those who oppose it do so through misinformation as to the real character of a contest in the ring. Therefore, I say it is time to sit on these so-called reformers who have made a nuisance of themselves."

Among the interesting features of the Willard-Dempsey affair will be

the paying of the principals in Liberty bonds, and the delivery by the promoter of 7 percent of the gross receipts to be devoted to charities named by the mayor of the city.

The admission charges to the contest will range from $5 to $50, according to location, and the boxers will train at the scene of the contest for at least five weeks prior to July 4.

A Site Well Chosen

It would be a difficult matter to select a site for the bout that would equal Toledo in the matter of geographical convenience. The city, which has about 300,000 population, is situated on the Maumee River, about four miles from Maumee Bay, Lake Erie. It is about an hour's ride from Cleveland, an hour and a half from Detroit, and half a day from Chicago and other big cities of the Middle West. It is sixteen hours from New York, and is tapped by all the leading railroads of the country.

With the settlement of the site for the bout, the boxers now will began hard training. The gong for the first round will sound in seven weeks, and as Willard is said to have been doing considerable posing for moving pictures, it will doubtless be necessary for him to get down to the hard work of conditioning himself.

Lipton Gives New Cup

Believing that the future of the sport lies in the racing of small yacht and realising that the pastime will need considerable booming during the coming summer if it is to return to its pre-war popularity, Sir Thomas Lipton, the Irish yachtsman, who is now here seeing about his Shamrock IV, the yacht with which he hopes to win the America's Cup next summer, has just given to Howard C. Borden, commodore of the Atlantic Yacht Club, a cup to be raced for on the lower bay this year.

Sir Thomas has placed no strings on the trophy, leaving it to the commodore and regatta committee of the Seawate Club to decide the class and the conditions that are to govern the races. The Irish yachtsman simply informed the senior flag officer of the Atlantic club that he would give a cup, providing the lower bay organization would see that a suitable series was sailed this summer. Sir Thomas intimated that he felt the cup should be for small boats.

Although no announcement has been made, it is believed that the Lipton cup will be offered for a series of races among the well known thirty-footers of the New York Yacht Club. The class is the most popular small boat division ever designed for American yachtsmen. Originally built for members of the New York Yacht Club, they have been raced for many years by some of the best known Corinthians in the country. Many are still owned in the New York Yacht Club. Others have been sold out of the organization and there are now two to form the nucleus of a class on the lower bay.

The yachts that are owned in the Atlantic Yacht Club are Alice the property of Gherardi Davis, and Bauzal, which belongs to Vice Commodore Edmund Lang. It is understood that at least two more thirty footers will be seen on Gravesend Bay this summer. If four thirty footers are seen below the Narrows they would make an excellent division to race for the Lipton Trophy. In all probability a special series will be arranged so that other thirty-footers may come down from the Sound and sail for what promises to be the most interesting trophy of the year.

The trophy is the third that Sir Thomas Lipton has given for lower bay yachting. The other two cups were both given through the Crescent Athletic Club. The first was given about ten years ago and was responsible for the building of a class of small yachts that created plenty of sport. It was a special division built under restrictions drawn up by the Crescent Athletic Club.

Unfortunately the New Moon Club did not live up to the restrictions. Instead of having all the yachts measured and inspected prior to the starting of the series, the boats were not officially inspected until well along in the summer. It then was found that all but one had not complied with the cabin restrictions.

The owner of the yacht that had been built obeying all the rules protested the other craft. The committee decided that as all yachts but one were out of the class in so far as cabin restrictions were concerned that it would be better to forget the restriction clause and let the yachts finish out the season. At the end of the year the yacht that had been built according to restrictions was last. The cup was given to the yacht that had finished first.

In 1910 Sir Thomas Lipton offered another trophy. Instead of offering it for a special division the Crescent Athletic Club decided that the trophy should go as a prize for the S class, a type of small boat very popular on the lower bay. Also it was decided to give it to the yachtsman who first record three legs on the prize. The final race was sailed just before the United States went to war.

It is the intention of lower-bay Corinthians to resume racing for several other historic trophies this summer. The Blackton Perpetual Challenge Trophy, now held by a Boston Yacht Club; the Childs Perpetual Challenge Trophy and the Bellows Challenge Cup will be raced for at some time during the summer. There have been no races for any of these pegas in several years. All are for small yachts.

To Meet For Heavyweight Title On July 4

Jess Willard

Jack Dempsey

Routine First Bid Axiom In Auction

By An Expert

New York, May 10.—It may be laid down as an axiom in auction that the first bid should be purely mechanical, based on the principle of probability alone, as there is nothing to guide the player but the thirteen cards before him. The basis of this mechanical system is that a hand containing four tricks out of the thirteen to be played for should have a bid, unless the distribution is unfavorable, as when the four tricks are in a very short suit.

It is true that countless thousands of players do not know four tricks when they see them, but that is not the fault of the system. They will tell you that ace and king at the top of a suit are two tricks only, when it can be proved mathematically that they are worth four, if you play the hand.

After the first bid, everything is influenced more or less by the previous declarations; but there are still certain probabilities in favor of certain bids and against others. It would seem that so far no one has been able to calculate these odds, or at last to demonstrate them so conclusively that they shall become generally adopted. The point about all probabilities is that one must have faith in his winning out in the long run, no matter how often he may fail in certain cases. Four aces will always be a no-trump bid even if the contract is set for three tricks now and then.

Take the question of overcalling no-trumpers, second hand, with the lead. There are three things to do; pass, double or bid. One would imagine that which to do and on what strength should be easily settled by calculation and experiment, just like putting up a king second hand at whist, which has a bone of contention among whist players for more than a century.

Some persons will tell you it is impossible to lay down any rules for overcalling no-trumpers, because the original bid may vary so greatly in strength. But that comes under the head of averages. If you can devise a system that will beat the average no-trumper you can certainly beat those that are below average, and there are very few much above.

As the result of examining some two thousand deals in which both dealer and second hand held potential no-trumpers, I have come to the conclusion that there is no system of bidding that will beat averages; therefore there is no use bidding second hand, nor doubling, which is the same thing.

Another result was the discovery that if the original no-trumper was below average the chances in favor of overcalling it second hand were not improved, but reduced. In other words, it is judicious to sit tight if the no-trumper is strong, and still more so if it is weak.

The players who argue in favor of bidding against the dealer's no-trumpers because so many of the more weak overlook two points. They are pulling the bad bidder out of a hole, and they are passing up an opportunity for penalties. They are playing for 6 or 8 points a trick, instead of 50. Here is a typical case, one of the Knickerbocker duplicate hands:

	H.—J 10 5 C.—A D.—K Q J 6 4 S.—K 9 7 2	
H.—K Q 2 C.—Q 9 7 3 2 D.—A 7 5 S.—A 6		H.—7 6 4 C.—J 10 5 D.—9 8 2 S.—J 10 5 4
	H.—A 9 8 3 C.—K 8 6 4 D.—10 3 S.—Q 8 3	

Z dealt. Two tables out of nine bid no-trumps on his cards. This is about the limit; but Z can support a take-out in either of the major suits. Instead of passing and holding Z down to the odd trick and easy aces, 10 points, at both tables A doubled.

At one table B bid two spades, was doubled by Y, and set for 200. At the other A took his partner out with three clubs, was doubled, and set for 200.

At some tables at which Z passed without a bid, A went no-trumps, and Y doubled. This forced Z to bid two hearts, and he made three odd and simple honors, 40 points. At one of the tables at which Y did not double, but led the diamonds, A was set for 100, as Y and Z made four diamonds, two clubs, a spade and a heart.

SCHOOL FOR CARD PLAYERS

Auction Bridge. W. T. G. says: Dealer bids one heart. Second hand holds no hearts, five spades to the ace, five diamonds to the ten, and three clubs to the ace ten. Is this a proper double?

Why not bid one spade? It is a legitimate spade bid, if hearts have not been mentioned, and is a two suiter. The danger of doubling is that the partner may have the hearts stopped and go no trumps. Then this hand will have to bid two spades or risk a weak no trump contract.

T. C. says: The dealer bids no trump. A holds six spades to the ace king queen, four clubs to the queen jack, jack small in diamonds and one small heart. Should he pass or bid spades?

The moment A bids the spades the no trumper is dropped. The dealer cannot go game at no trumps unless he can stop the spades, and if he can stop the spades with four to the jack or ten he can defeat the spade contract if he has a no trumper.

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Mixed Doubles Tourney

The result of the first round of the mixed doubles tennis championship tournament is as follows:

Mrs. Brauns and H. H. Knowles beat Miss Macleod and W. Beatty, 6-2, 6-0.

Miss Petersen and Skinner Turner beat Miss Rasmussen and J. E. Hargreaves, 6-2, 6-1.

Mrs. Farbridge and H. Toussaint beat Mrs. Palencia and A. M. da Silva, 3-6, 6-0, 6-1.

Mrs. Prince and H. B. Ollerdessen beat Mr. and Mrs. Elmore, 6-4, 1-6, 6-3.

Drawings for the second round, which is to be played by Wednesday, is as follows:

Mrs. Aldridge and G. E. Denham vs. Mrs. Turnbull and E. J. Oakshott.

Mrs. Brauns and H. H. Knowles vs. Miss Petersen and Skinner Turner.

Mrs. R. C. Farbridge and H. Toussaint vs. Mrs. Prince and H. B. Ollerdessen.

Mrs. Hickling and R. F. C. Master vs. Mrs. Enticknaps and E. I. M. Barrett.

Previous Winners

The championship is for the McBain Cups, and the winners since 1913 are as follows:

1913—Mrs. W. R. Brandt and Mr. Ph. Klimanek.

1914—Mrs. W. R. Brandt and Mr. Ph. Klimanek.

1914—Mrs. L. J. C. von Zeppelin and Mr. H. Toussaint.

1916—Mrs. C. D. Pearson and Dr. J. E. Murray.

1917—Mrs. C. D. Pearson and Capt. E. I. M. Barrett.

1918—Mrs. R. C. Farbridge and Mr. H. Toussaint.

MISS MARTIN STAR AT SCHOOL GAMES

Misses Hudson And Blair Also Feature American School Girls' Meet

Misses M. Hudson, M. Blair and M. Martin were high point winners in the annual athletic meet held for the girls of the Shanghai American School. The games were run off under the direction of Miss M. P. Jennings, physical director for girls at the school.

The competitors were divided into three classes, class A for girls of 16 and over, class B from 12 to 15 and class C for girls eleven years of age and under.

The detailed results follow:

Bound ball.—Grades 5 and 6 defeated grades 2 and 3.

60 yards dash.—"B"—1 M. Blair, 2 H. Proctor, 3 E. Rugh.

"C"—1 M. Martin, 2. H. McCracken, 3 M. Smith.

120 yards dash.—"A"—1 J. Clarke, 2 J. Haskell, 3 M. Hudson.

"C"—1 M. Martin, 2 M. Smith, 3 A. Hudson.

Class Relay, 60 yards.

Grades 3 and 4.—R. Rawlinson, M. Kees.

Grades 5 and 6.—M. Martin, F. Martin.

Sophomores.—H. Proctor, M. Bair.

60 yards dash.—"A"—1 M. Hudson, 2 J. Clarke, 3 H. Smith.

120 yards dash.—"B"—1 M. Blair, 2 F. Martin, 3 E. Rugh.

Low Hurdles (60 yards).—"C"—1 M. Martin, 2 M. Smith, 3 A. Hudson.

Low Hurdles (60 yards).—"A"—1 M. Hudson, 2 J. Clarke, 3 H. Smith. "B"—1 M. Blair, 2 G. Campbell, 3 E. Rugh.

High Hurdles (60 yards).—"C"—1 M. Martin, 2 M. Smith, 3 H. McCracken. "A"—1 M. Hudson, 2 J. Haskell, 3 J. Clarke. "B"—1 M. Blair, 2 G. Campbell, 3 K. Grosbeck.

Running High Jump.—"C"—1 M. Smith, 2 H. McCracken, 3 M. Martin. "A"—1 M. Hudson, 2 J. Clarke, 3 H. Smith. "B"—1 E. Rugh, 2 M. Blair, 3 G. Campbell.

Running Broad Jump.—"C" 1 M. Martin, 2 B. Martin, 3 H. McCracken. "A"—1 J. Clarke, 2 M. Hudson, 3 J. Haskell. "B"—1 M. Blair, 2 K. Grosbeck, 3 G. Campbell.

Jump Stick Relay.—1 Grades as H. S. Team—M. Smith, M. Crocker, F. Martin, M. Martin, J. Haskell, A. Turner.

Standing Broad Jump.—"C"—1 M. Martin, 2 M. Smith, 3 E. Page. "A"—1 J. Haskell, 2 M. Hudson, 3 J. Clarke. "B"—1 M. Blair, 2 E. Rugh, 3 K. Grosbeck.

Potato Relay.—"C"—1 M. Martin, 2 M. McCracken, 3 M. Smith. "A"—1 J. Clarke, 2 M. Hudson. "B"—1 M. Blair, 2 L. Wilson, 3 K. Grosbeck.

Jump Stick Relay.—5 from "A", "B" and "C". "B"—1 Team—K. Grosbeck, E. Rugh, F. Martin, A. Turner, M. Crocker.

Distance Throwing of Paske Ball.—"C"—1 M. Smith, 2 H. McCracken, 3 M. Martin. "A"—1 M. Hudson, 2 J. Haskell, 3 J. Clarke. "B"—1 L. Wilson, 2 M. Crocker, 3 M. Blair.

Shot Put.—"A"—1 J. Haskell. "B"—1 M. McCracken, 2 K. Grosbeck, 3 L. Wilson.

Highest Point Winner:

"A"—1	M. Hudson	21 points
2	J. Clarke	18 points
3	J. Haskell	16 points
"B"—1	M. Blair	30 points
2	E. Rugh	11 points
3	K. Grosbeck	10 points
"C"—1	M. Martin	32 points
2	M. Smith	17 points
3	H. McCracken	8 points

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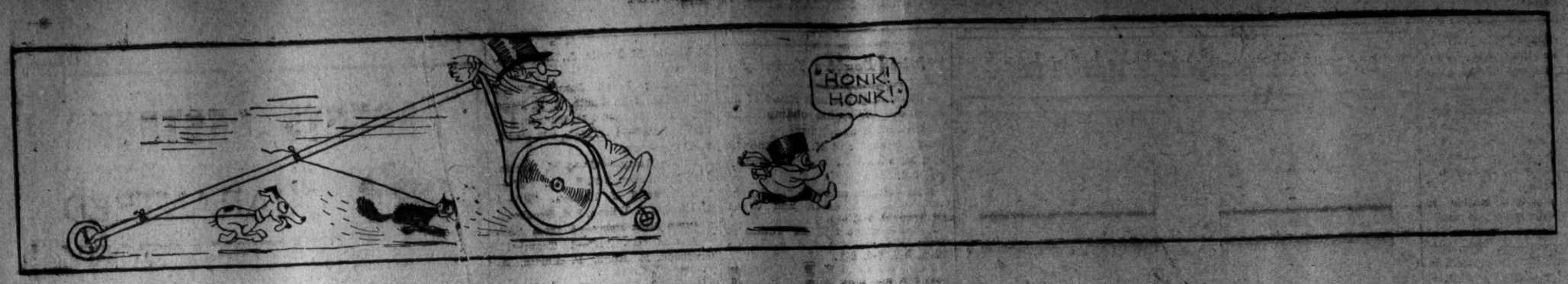

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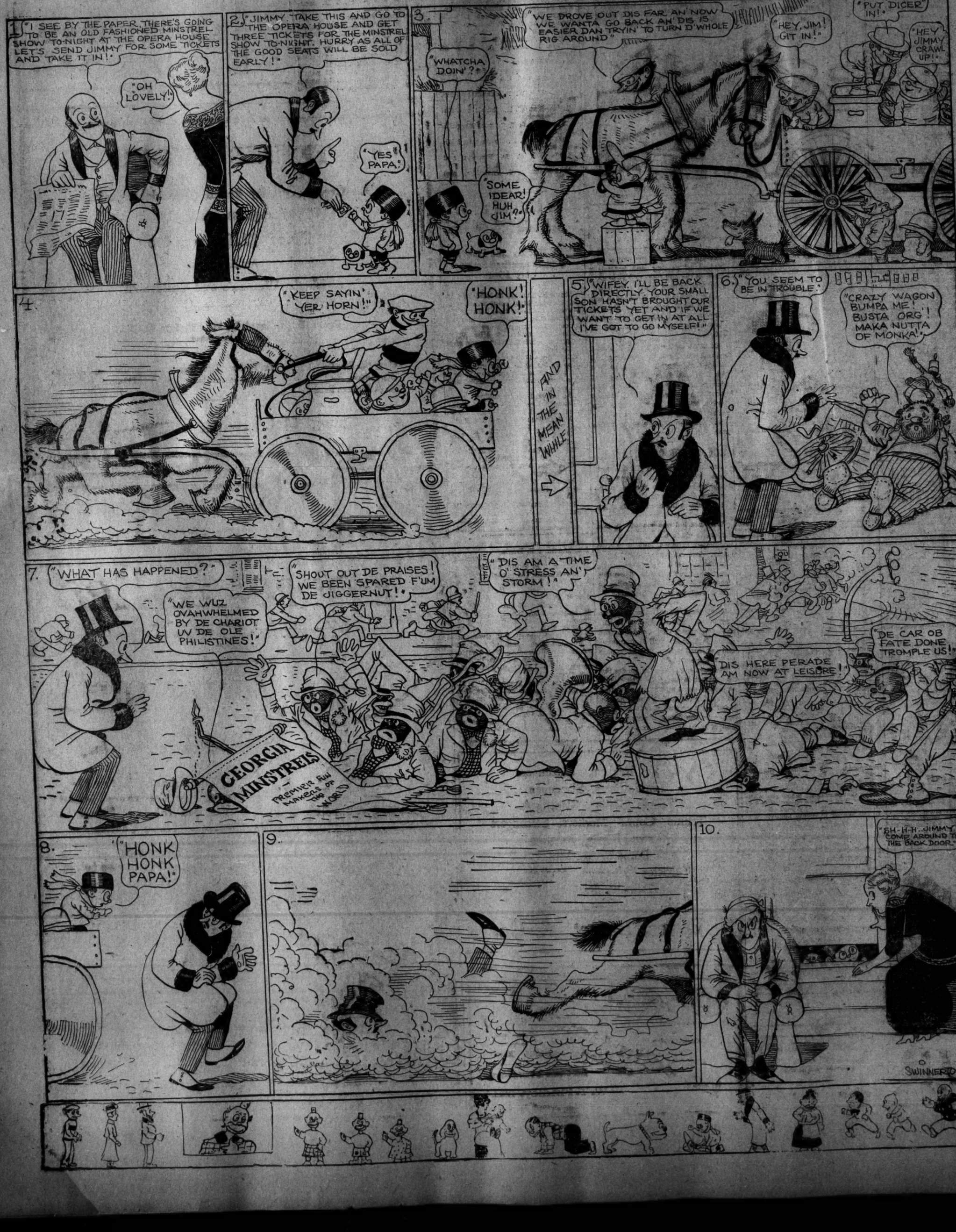
1. "I SEE BY THE PAPER, THERE'S GOING TO BE AN OLD FASHIONED MINSTREL SHOW TO-NIGHT AT THE OPERA HOUSE LET'S SEND JIMMY FOR SOME TICKETS AND TAKE IT IN!"
"OH LOVELY!"
2. "JIMMY TAKE THIS AND GO TO THE OPERA HOUSE AND GET THREE TICKETS FOR THE MINSTREL SHOW TO-NIGHT. HURRY AS ALL OF THE GOOD SEATS WILL BE SOLD EARLY!"
"YES PAPA."
3. "WE DROVE OUT DIS FAR AN' NOW WE WANTA GO BACK AH' DIS IS EASIER DAN TRYIN' TO TURN D' WHOLE RIG AROUND"
"WHATCHA DOIN'?"
"SOME IDEAR! HUH JIM?"
"HEY, JIM! GIT IN!"
"PUT 'DICER' IN!"
"HEY JIMMY CRAWL UP!"
4. "KEEP SAYIN' YER HORN!"
"HONK! HONK!"
AND IN THE MEAN WHILE
5. "WIFEY, I'LL BE BACK DIRECTLY. YOUR SMALL SON HASN'T BROUGHT OUR TICKETS YET AND IF WE WANT TO GET IN AT ALL I'VE GOT TO GO MYSELF!"
6. "YOU SEEM TO BE IN TROUBLE."
"CRAZY WAGON BUMPA ME! BUSTA ORG'! MAKA NUTTA OF MONKA!"
7. "WHAT HAS HAPPENED?"
"WE WUZ OVAHWHELMED BY DE CHARIOT UV DE OLE PHILISTINES!"
"SHOUT OUT DE PRAISES! WE BEEN SPARED F'UM DE JIGGERNUT!"
"DIS AM A TIME O' STRESS AN' STORM!"
"DIS HERE PERADE AM NOW AT LEISURE!"
"DE CAR OB FATE DONE TROMPLE US!"
GEORGIA MINSTRELS
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8. "HONK HONK PAPA!"
9.
10. "SH-H-H. JIMMY! COME AROUND TO THE BACK DOOR."
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